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With Special Supplement: } SIXPENCE.
Notable Academy Pictures. }

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THE GREATEST FLYING MAN OF THE DAY: M. LOUIS PAULHAN. A UNIT OF THE HIGHEST VALUE OF THE FRENCH STAFF OF AVIATION OFFICERS.

Naturally enough, M. Paulhan has been received in his own country with great acclamation. Amongst the honours that have fallen to him must be mentioned that announced in a speech by General Brun, the Minister of War. The General said: "Gentlemen, as we in the Army consider M. Paulhan as one of ourselves, it is all the more agreeable to me to associate myself to-day with the chorus of his praises for his admirable aerial voyage from London to Manchester. After having been one of our best mechanics in dirigible balloons, in the course of his service in the regular Army, M. Paulhan is still entered for the service in the same capacity in time of war. It is particularly pleasant to me to announce that from to-day our staff of aviation officers is augmented by a unit of the highest value. By a decree dated to-day the President of the Republic has promoted M. Paulhan, of the Aeronautic Pioneers, to be Sub-Lieutenant of the reserve."—[DRAWN AT A SPECIAL SITTING BY FRANK HAVILAND]

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THE PLAYHOUSES.

"HELENA'S PATH." AT THE REPERTORY THEATRE

THE latest addition to the repertory of Mr. Frohman's
Repertory Theatre is a piece not contemplated in
the original scheme, and seemingly included as evidence
that this enterprise is not wholly given over to drama
that is either desperately intellectual or desperately
serious. "Helena's Path," as its theme might sug-
gest—that of a dispute between a gallant young Peer
and a charming lady over a right of way—is very
far from taxing inordinately either one's brains or
one's emotions. It is the very lightest of light comedy,
with love, but love of gossamer-like tissue, ever in
the air, and a mood of midsummer madness affecting
all the characters. The authors are Anthony Hope and
Mr. Cosmo Gordon-Lennox, and they derive their inspira-
tion from a novel of the former's. How slight must have
been the *motif* of that novel may be judged from the fact
that it is too slight, far too slight, for a short three-act
play. There is no reason at all why this comedy should
not end with the second act, save that two acts do not
make more than half an evening's entertainment, and
"Helena's Path" has to serve as the bulk of the
programme. It is obvious almost at once that Lord
Lynborough and the Marchesa di San Servolo are
going to end their quarrel by falling in love, and
though there may be skirmishes in which his obstinate
Lordship cunningly conciliates the Marchesa's men and
women friends, and she in her turn renders his allies
disloyal to their host, the conclusion is too long fore-
seen to justify delays. The delays are ingenious, but
they are only too patently mechanical; on the other
hand, they allow for scenes that contain some very pretty
sentiment. The playgoer must make his choice; and
if he wants, as he should, the sentiment, he must not
mind the dragging-out or the artificiality of the story.
That Miss Irene Vanbrugh, as the Marchesa, is some-
what wasted on this part can hardly be denied; never-
theless, it is a pleasure to see with what ease an
actress with marked emotional powers such as hers can
accommodate herself to a play that calls for the most
delicate and airy art. She has the right sort of asso-
ciate in Mr. Charles Bryant, whose young Seigneur
has just the gallantry, the audacity, and the light-
hearted fervour to be expected of a Watteau lover.
Along with their performances should be mentioned
that of Miss Mary Jerrold, delicious as an Irish girl
who is no less challenging than she is superficially
demure; while Mr. Charles Maude, Mr. Arthur Whitley,
and Mr. Frederick Lloyd are other players who keep
well in the picture. An audience in the proper temper
ought to enjoy both acting and play.

(Other Playhouse Notes elsewhere.)

In connection with our reproduction of Miss Nellie
Joshua's picture, "Napoleon's Favourite Flower," on
another page of this Number, we should like to mention
that we are enabled to reproduce it by kind permission
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HOW THE FARMAN AEROPLANE IS CONTROLLED.

(See Illustrations.)

VARIOUS interesting problems are set up when we
come to consider the control of a vehicle which
has what may be called motion in three dimensions.
A vessel on land or water has but to be controlled in
motion along one plane, the horizontal; and, in steering,
it is a question of turning to the right or the left.
In the aeroplane, however, we have to consider up-and-
down motion as well as that from side to side.

In brief, the controlling functions of a flying-machine
may be set out thus—

Horizontal steering, to right or left (by rudder).
Upward steering (by elevator).
Downward steering (by elevator).
Balancing (by stabilising device).
Engine speed.

In a vehicle travelling at high speed in such a mobile
medium as the air it is absolutely essential that the
controlling movements should be as simple, rapid, and
reliable as possible. The aeroplane, however, is a very
sensitive instrument, and the human element counts a
good deal. The man with the right "touch" gets far
better results than one who has not this invaluable gift.

No better example can be taken than the Farman
biplane to illustrate the working of the modern aero-
plane; and assuming the reader has taken his seat on
such a machine, I may set out the controlling agents at
his command thus—

(a) Control-lever (*right hand*) working { elevators,
stabilisers.
(b) Pedal-lever (*feet*) working the rudders.
(c) Motor-levers (*left hand*) { governing engine speed,
ignition, lubrication, etc.

The pilot's functions are thus in three main groups.
At his right hand is the control-lever, and this is really
the main control of the whole machine. From the upper
part of this lever run cables fore and aft to the
elevators, one of which is mounted in front of the
machine and one at the rear. Two other cables run to
right and left, and are connected with the *ailerons* or
stabilisers, which are seen as flap-like extensions at the
rear of the main planes.

The control-lever has four movements, best remem-
bered by calling them after the points of the compass.
The fore-and-aft movements, that is to say the north and
south, govern the elevators; the side movements, or east
and west, control the stabilisers.

At his feet is a pedal-lever mounted on a pivot. Pres-
sure with the right foot so actuates the duplex-rudders
that the machine steers to the right; pressure with the
left foot steers to the left. In turning, or in correcting
any rolling from side to side, the rudder and the stabil-
isers are worked in unison, for the functions to some
extent are inter-connected.

With his left hand the aviator can control the ignition
of the engine and the supply of fuel, and thus increase or
decrease the speed, or stop the motor instantly.

Now, with the aviator in his seat, the control-lever
in his right hand, his feet on the rudder-bar, and his
left hand on the engine-levers, we can assume him
ready to take the air. His mechanic starts the engine
by vigorously pulling round the propeller, and, after a
few failures, the motor starts up with the roar of a
Gatling gun. Three or four assistants hold back the
machine until the aviator gives the signal to let go.

With a bound, the machine dashes forward, and if
all goes well it gradually rises off the ground as the
speed increases. The expert aviator then handles his
elevators with great skill and delicacy, for the slightest
deflection from the horizontal produces its effect. In
the diagrams, for clearness, the movements have to be
shown exaggerated very much; but in practice very
slight and delicate motions are required to get the
machine smoothly into the air, and any wrong man-
œuvre is followed with dire results.

A rising effect is obtained by tilting the front elevator
upwards, and this action automatically tilts the rear
elevator downwards. The upward pressure under the
nose of the machine increases, whilst it decreases at
the rear. Thus the front rises and the rear sinks, and
so the machine climbs higher into the air.

Once the machine is in motion, the hinged *ailerons*,
which hang down limply, whilst the aeroplane is station-
ary, stream out in the same line as the main planes.
Now, suppose a sudden upward gust of wind strikes
the left side of the machine underneath, and tends to
tilt, this side up. The balancing device is then needed,
or the whole machine might heel over.

Feeling the machine rising alarmingly on the left
side, and consequently *sinking on the right side*, the
aviator pulls his control-lever over to the *left* side,
and by a natural movement inclines his body to the
left side, and also presses the left pedal. Here we
see how the control-functions have been arranged to
harmonise with one's natural instincts in restoring
balance, for with the depression of the machine on the
right side, all the movements are made to the left.

The control-lever moved to the left pulls down the
right aileron, and this sets up increased air-pressure
and resistance on that side, thus causing the right side
of the machine to be forced upwards. But if this action
alone were followed, there would be a tendency to slew
the whole machine around to the right, as, owing to
the resistance, the right side would be travelling more
slowly than the left. By actuating the left rudder at the
same time, however, this slewing action to the right is
corrected, and the machine is steered to the *left*.

In the air the pilot has constantly to show his skill in
balancing, steering, and changing from one altitude to
another.

There remains to be considered the important
function of coming down. An endless variety of
methods is here to be noted, from the breakneck plunge
of the doomed aviator to that gentle glide in which the
machine touches earth with the lightness of a snowflake.
This delicate art is not attainable always even by the
most expert aviator; and it can only be learned in the
school of experience.

R. P. HEARNE.

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GRAPHS sent to THE ILLUSTRATED LONDON NEWS, especially
those from abroad, be marked on the back with the name
and address of the sender, as well as with the title of the
subject. All Sketches and Photographs used will be paid
for. The Editor cannot assume responsibility for MSS.,
for Photographs, or for Sketches submitted.



By G. K. CHESTERTON.

I INTRODUCE myself on this page every week with all the feelings of the stage villain when he exclaims, "At last I am alone." I can soliloquise as if in a desert; not even the superhuman patience of the Comic Man in the overhearing of soliloquies could hold out against my soliloquies. No one will expect to find me flattened between the first two pages of an illustrated magazine. Everybody reads a magazine; but nobody I ever heard of reads the first page of a magazine. A magazine is a thing one opens anywhere but at the beginning. So I am safe—safer than in the darkest forest or the most desolate mountain-peak. I am alone. Here I give my short and scornful laugh. Profiting by this luxury of a monologue without an audience, I propose to be indecently egotistical and utter a soul-rendering personal complaint. If I am not entirely a villain, neither am I solely or unmixedly a comic man. I have occasionally in my life made jokes, and I have also occasionally been serious. And this, I had always understood, was the not unusual practice of my fellow-creatures. But I have discovered that this explanation is not considered sufficient in my case; I am always supposed to be engaged with some tortuous or topsy-turvy intention. When I state the dull truth about anything, it is said to be a showy paradox; when I lighten or brighten it with any common jest, it is supposed to be my solid and absurd opinion. If I ask a rational question of an opponent, it is considered a wild frivolity. But if I make an ordinary idle pun, it is gravely explained to me that my analogy is rather a verbal parallelism than a philosophic example of the operations of a common law. Thus I was in controversy lately with some writers on a certain journal who maintain that such a doctrine as that of miracles (let us say) is not a truth, but the symbol of a truth. I merely asked them, "What is the truth of which it is a symbol?" You would think that was a courteous, relevant, and reasonable question. The answer of the journal was to cast up its eyes and clasp its hands, and ask distractedly how it could be expected to argue with such a wild, elusive, ever-changing, fantastical, and irresponsible jester as myself. On the other hand, I casually summed up the distinction between the supernatural and the unreasonable by the phrase that one might believe that a Beanstalk grew up to the sky without having any doubts about how many beans make five. For this a writer, intelligible and presumably human, actually rebuked me, gravely asking me whether I believed in the Beanstalk! When I make common jokes they are regarded as highly uncommon opinions. When I state solid opinions, they are regarded as giddy jokes. But no matter. A time will come.

Two quite amusing cases of it occurred only the other day. It happened that I had to make an after-dinner speech in response to some remarks which had turned on the topic of water, in what connection I cannot recall; perhaps it was geography and water-sheds, or perhaps it was municipal politics and water-works; or perhaps pathology and water on the brain; or perhaps temperance reformers who

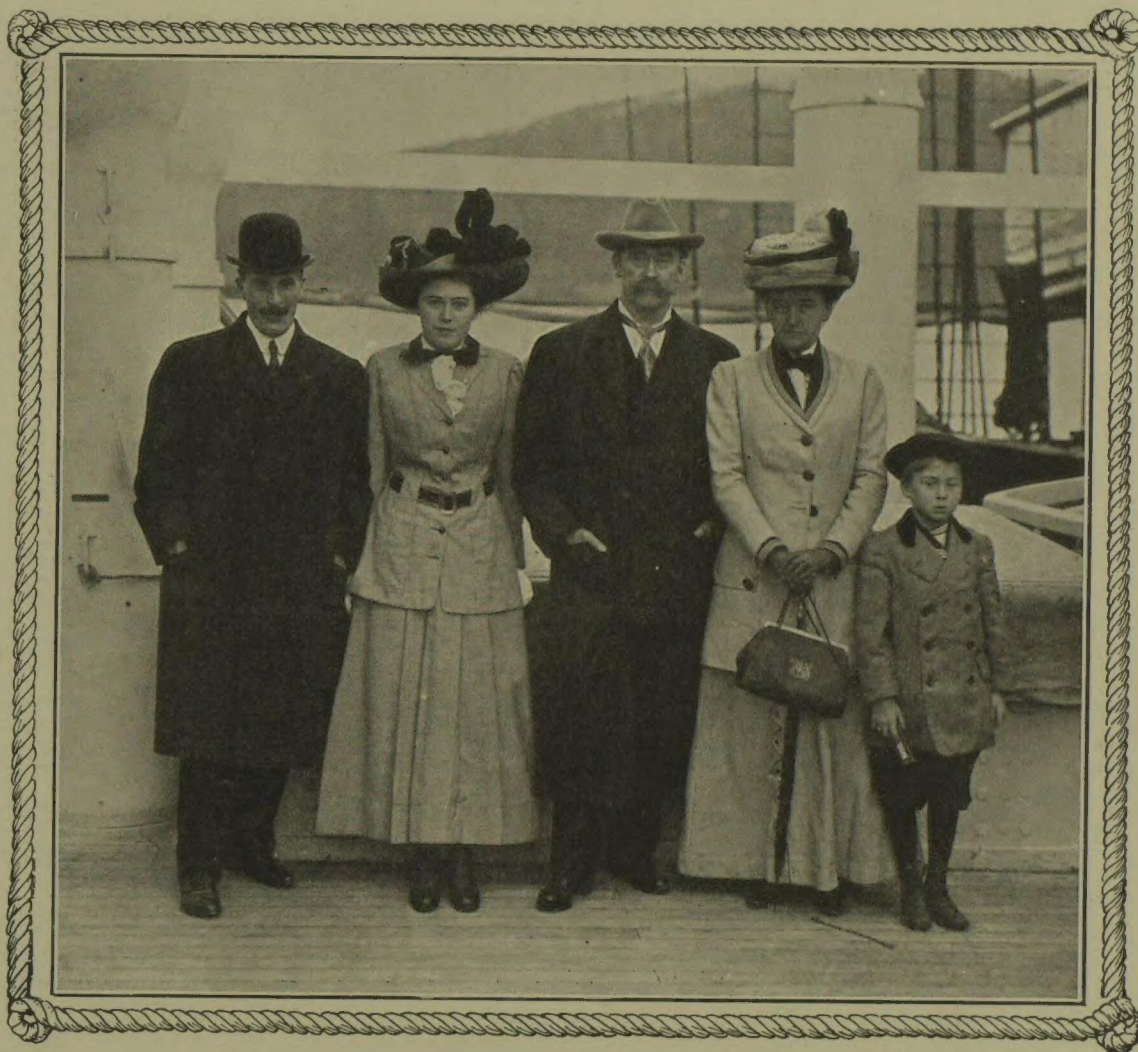
(according to some) have water on the brain after another fashion. Anyhow, I had to say something; so I explained that, in my opinion, water was a medicine. It should be taken in small quantities in very extreme cases; as when one is going to faint. I denounced the harshness and inhumanity of those who would forbid the use of water altogether; I would not even go so far as to say that water should only be procurable by a doctor's prescription at a chemist's. Sudden domestic crises might arise, extraordinary circumstances under which the sternest moralist must excuse water-drinking. But on habitual water-drinking I frowned with unmistakable sternness, pointing out how many fine young men had begun by persuading themselves that they

Now for the other side of my sad case. Not only did this man think me serious when I was joking, but he also thought me joking when I was serious. In attempting to explain away and soften a little the severity of my war upon water, I fell into talk with him about the temperance problem generally. And I said (as I always do whenever I get the chance) that the objection to most temperance legislation is simply that it is religious persecution. That is to say, it is the imposition upon a whole people, by force, of a morality that is not the morality of that whole people; that is not the morality of half the people; that is simply a special morality sincerely held by a group of governing, active, and influential persons. It is not self-evident that beer is bad; it is

not the general opinion of mankind that beer is bad; it is one honest and logical opinion held by one public-spirited and powerful group. To enforce such an opinion by the police is persecution. I also said: "The one vile piece of oppression and injustice that makes my blood boil more than all the other tyrants and torturers of the earth is the recent practice of taking away the old Christmas beer from the old people in workhouses." Now, in saying this, I am not only serious, but savage: I feel inclined to burn something, or shoot somebody, rather than that such inhuman humbug should endure. Nothing proves more sharply that our modern humanitarianism is a rut of words, a routine of associations, than the fact that, while we profess to be furious at the cruelties done to childhood, we are not even faintly stirred by the cruelties done to old age. Once picture an old man as plainly as you picture a child, and you will see at once that a poker-blow on the head is often less to a child than the sudden removal of a custom and a comfort from an old man. Brutality to children is hellish, and one cannot get lower than hell; but, if there are any dark shades in infamy, we might at least say that the young are young, that they often forget wrongs; that they generally survive them; that if they do, they inherit our splendid mortal life. But that those who are close to that unthinkable tragedy which is before us all, whose powers and pleasures are narrowing of their own nature, who cling to custom as to the cord of sanity, that these poor old people should have their few days blasted and

revolutionised whenever a professor gets a bee in his bonnet—this seems to me the last dregs of impudence and impiety. I am serious about this, if being murderous is being serious. Well, when my idealistic friend heard me say this about beer in workhouses, he burst into a perfect yell of hilarity and delight; cachinnation caught him again and again, and between his happy shrieks he managed to say, "Oh, that's very good . . . you always are so paradoxical . . . how these funny ideas come into your head I don't know . . . oh, that's very good indeed!" And the earnest idealist went away shaking with laughter, and left the paradoxical jester shaking with rage.

But a time will come. In fact, between ourselves (if such bosh goes on much longer), I really think it will.



THE DISCOVERER OF THE NORTH POLE ARRIVES IN ENGLAND: COMMANDER PEARY.
WITH HIS FAMILY AND CAPTAIN BARTLETT, ABOUT TO LAND AT PLYMOUTH.

Commander Peary arrived at Plymouth last Monday by the Nord Deutscher Lloyd liner, "Kronprinzessin Cecilie," with his wife, two children, and Captain Bartlett, the Newfoundland skipper of the "Roosevelt," who, next to Commander Peary himself, has the distinction of having reached farthest North. On Tuesday, Commander Peary was entertained at the Royal Societies Club luncheon; and his further engagements were arranged as follows: on Wednesday, his lecture, "My Expedition to the North Pole," before the Royal Geographical Society in the Albert Hall; on Thursday, his first public lecture, at the Queen's Hall, under the presidency of Captain Scott. Yesterday (Friday), Commander Peary had arranged to leave for the Continent, where he is to lecture in Berlin, Vienna, Budapest, and other cities. He is due back in this country for the Royal Geographical Society's dinner on May 23, and for subsequent engagements at Edinburgh, Glasgow, Liverpool, Manchester, Newcastle, and Bristol. He leaves for America on June 15. The figures in our photograph (from left to right) are—Captain Bartlett, Miss Marie Peary, Commander Peary, Mrs. Peary, and Master Robert Peary.—[PHOTOGRAPH BY ILLUSTRATIONS BUREAU.]

must do as other fellows did; and who are now incurable teetotalers themselves.

Now in all this nonsense there is just this grain of fact, that it is very wise to drink water when you feel faint, and often not so wise to drink wine or spirits. That is truth enough to form the basis of a mock theory. But afterwards an earnest idealist actually came and argued with me about it; gravely pointing out that water does not contain a quality which it seems is called "alcohol"; pointedly urging that water, if filtered, distilled, and analysed every hour or so in a strictly scientific style, would generally be found to be free from deadly poison. This wonderful man really thought, in his wonderful mind, that I had meant every word I said.

REHEARSING THE GREATEST PAGEANT SINCE LONDONERS PREPARING TO TAKE PART IN THE



Mr. Frank Lascelles, Master of the Pageant.

"THE PERFORMANCE OF A MASQUE BY BEN JONSON, BEFORE JAMES I. AND

Our Artist illustrates a rehearsal of a scene in the Pageant of London, a great feature of the forthcoming Festival of Empire at the Crystal Palace. The scene in by the King and Queen and is a guest at a masque of which particulars are on record." Some 15,000 performers, all dwellers in London or Greater London, great size of the arena, dialogue is to be subordinated to spectacular effect. The first performance

THE CORONATION DURBAR AT DELHI: PAGEANT OF LONDON AT THE CRYSTAL PALACE.

King James I. and his Court.



HIS COURT, IN THE PRESENCE OF THE VIRGINIAN PRINCESS POCAHONTAS."

question is the third in Part Three, and is described as follows: "The beginnings of Empire—visit of the Virginian Princess Pocahontas to England. She is received will take part in the Pageant, which, it is claimed, will be the greatest modern spectacle of its kind, excepting only the Coronation Durbar at Delhi. Owing to the of the Pageant will be given on May the 24th.—[DRAWN BY OUR SPECIAL ARTIST, S. BEGG.]

PORTRAITS & PERSONAL NOTES.



Photo. Elliott and Fry.
THE REV. J. WOOD, D.D., M.V.O.,
Head Master of Harrow, who is
Resigning.



Southampton last Saturday in the *Walmer Castle*, and are accompanied on their journey by Lord Gladstone's niece, Miss Dorothy Drew, and Miss Dinah Tennant. In a farewell speech on board the



Photo. Moffat.
MR. CHARLES H. LYEYLL, M.P.,
The new Liberal Member for South
Edinburgh.



where he was defeated by Mr. J. A. Clyde. Mr. Lyell is a magistrate for Forfarshire, and is the Vice-Chairman of in that county.



Photo. Russell, Southsea.
ADMIRAL SIR EDMUND S. POË,
The new Commander-in-Chief of the
Mediterranean Fleet.

On the promotion of Sir Arthur Fanshawe to the rank of Admiral of the Fleet, his place as Commander-in-Chief at Portsmouth has been taken by Sir Assheton Curzon-Howe, while the latter, as Commander-in-Chief in the Mediterranean, is succeeded by Sir Edmund S. Poë, who has been promoted from the rank of Vice-Admiral to that of Admiral. Sir Edmund Poë has had some exciting experiences. He was serving in H.M.S. *Bombay* when she was destroyed by fire off Monte Video in 1864, and he has twice been honoured by the Royal Humane Society for saving life. In 1905 he became Commander-in-Chief in the East Indies.

It is an interesting and important task which lies before Commander C. D. Roper, who leaves England to-day, like Admiral Pigot Williams, to set in order a fleet overseas. But while the latter is concerned with the ships of a foreign Power, Commander Roper will have the more inspiring duty of organising the new navy of Canada, a force likely to play a great part in the future destinies of the Empire. He was at one time Flag-Lieutenant to Lord Charles Beresford. The Canadian Navy Bill passed its third reading last month. The probable cost of the Canadian Navy for the first ten years has been estimated at £11,600,000.



Photo. Russell.
COMMANDER C. D. ROPER,
Who has been Appointed to Reorganise
the Canadian Navy.

In the old Dutch axiom, *Alles zal recht kommen* (all will come right), Lord Gladstone has chosen a cheerful motto for his South African administration, and by learning to speak the Dutch language he and Lady Gladstone have taken a step which will add in no small degree to their influence and popularity. They left



Photo. Central News.
"ALLES ZAL RECHT KOMMEN!"
Lord and Lady Gladstone on Board the "Walmer Castle" at
Southampton, on their departure for South Africa.

Walmer Castle, Lord Gladstone said: "I am proud to join in the task of construction on the ground so well prepared and splendidly cleared by South Africa's statesmen."

It was fitting that a team of ladies from beyond the Tweed, in the land where golf had its birth, should once more, and for the third time in succession, carry off the Miller Shield in the International Tournament. It was the eighteenth annual tournament, and it took place last week on the Royal North Devon Club's course at

the Territorial Association

Sir Christopher Furness, whose election at Hartlepool has been declared void as a result of the recent petition, is head of the great ship-building and ship-owning firm of Furness, Withy and Co., and of the Furness Line of steamers. He sat for Hartlepool from 1891 to 1895, and again from 1900 until he was unseated. The Judges emphasised the fact that Sir Christopher himself had not personally been guilty of any corrupt or illegal practices.

Rear-Admiral Pigot Williams, who succeeds Rear-Admiral Sir Douglas Gamble (resigned through ill-health) as Commander-in-Chief of the Turkish Fleet, entered the Navy in 1871. He attained Captain's rank in 1898, and the next year became Naval Attaché in Russia, Turkey, Norway and Sweden. In 1901 he commanded the *Sybilie* in South African waters, and was placed in command of the military base at Lambert's Bay. In 1905 he became Commodore-in-Charge at Hong-Kong, and he has since commanded the *Irresistible*.



Photo. Russell, Southsea.
REAR-ADMIRAL H. PIGOT WILLIAMS,
Leaving England to-day to take up the
Chief Command of the Turkish Fleet.

It will be as General Hart, the gallant commander of the Irish Brigade in the South African War, that the late Major-General Hart-Synnot will be more generally remembered. He assumed the additional surname of Synnot (that of his wife's family) in 1902. In 1873 he served with Lord (then Sir Garnet) Wolseley in Ashanti, and took part in the capture of Kumassi. He also served in the Zulu War of 1878, and in the first Boer War. In the Egyptian Campaign of 1882 he was slightly wounded at Kassassin, and was present later at Tel-el-Kebir. In the last Boer War he was at the battles of Colenso and the Tugela, and afterwards commanded the column that relieved Wepener.

Mr. William Mitchell-Thomson, who has been returned unopposed for North Down (the seat vacant through the death of Mr. T. L. Corbett), is only son of Sir Mitchell Thomson, Bt., formerly Lord Provost of Edinburgh. The new member, who is thirty-three and a Unionist, was elected in 1906 for North-West Lanarkshire, but was defeated at the General Election. He has travelled much in the East. He married last year Miss Anne McEacharn, daughter of Sir Malcolm McEacharn.



Photo. Elliott and Fry.
MR. WILLIAM MITCHELL-THOMSON,
M.P.
The new Unionist Member for North
Down.



Photo. Lafayette.
THE LATE MAJOR-GENERAL A. F.
HART-SYNNOT, C.B., C.M.G.,
Who Commanded the Irish Brigade in the
Boer War.



Photo. Sport and General.
WINNERS OF THE INTERNATIONAL LADIES' GOLF TOURNAMENT FOR THE MILLER SHIELD:
THE SCOTTISH TEAM VICTORIOUS AT WESTWARD HO!
In the photograph are: Miss E. Kyle, Mrs. F. W. Brown, Miss Neil Fraser, Miss K. Stuart, Miss E. Grant Suttie, Miss D. Jenkins, Mrs. W. H. Nicholson, Miss I. Kyle, and Miss E. Anderson.

Westward Ho! England obtained second place, while Ireland was third and Wales fourth.

Mr. Charles Henry Lyell, the new member for South Edinburgh, is the only son of Sir Leonard Lyell, and from 1904 to the end of the last Parliament he sat for East Dorset, and latterly acted as Parliamentary Private Secretary to Sir Edward Grey. At the General Election in January he stood for West Edinburgh,

shire, but was defeated at the General Election. He has travelled much in the East. He married last year Miss Anne McEacharn, daughter of Sir Malcolm McEacharn.

PEARYS EXPLORE THE ZOOLOGICAL GARDENS.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



THE DAUGHTER AND THE YOUNGER SON OF COMMANDER PEARY IN LONDON: MISS MARIE PEARY
AND MASTER ROBERT PEARY FEEDING THE GIRAFFES AT THE "ZOO."

Commander Peary is accompanied on his visit to London by Mrs. Peary, by his daughter Marie, and by his younger son, Robert.

FROM THE WORLD'S SCRAP-BOOK.



Photo. Central News.

WOMAN AND WAR: YEOMANRY NURSES PARADING WITH THE AMBULANCE-WAGONS RECENTLY PRESENTED TO THEM.

The Yeomanry Nursing Corps recently received a gift of a number of ambulance-wagons. These made their first appearance in public on Saturday of last week, when the nurses paraded at Clapham, each of the Red-Cross wagons being driven by a member of the corps.



Photo. G.P.P.

A THREE-WHEELLED CAR ORDERED FOR COSTA RICA: THE ONLY KIND STEERABLE IN PARTS OF THE REPUBLIC.

In parts of Costa Rica the roads are so full of ruts that it is practically impossible to steer a four-wheeled car, though it is comparatively easy to steer one with three wheels. Hence an order for fifty cars of this form.



Photo. Sport and General.

THE DISCOVERER OF THE NORTH POLE IN LONDON: COMMANDER ROBERT E. PEARY ENTERTAINED AT LUNCHEON AT THE ROYAL SOCIETIES CLUB.

Commander Peary was entertained at luncheon at the Royal Societies Club on Tuesday last, and at the gathering the great explorer gave a short narrative of his historic journey. Further, he stated that he quite believed that success would attend Captain Scott in his attempt to plant the Union Jack at the South Pole, so that "the world itself shall whirl between the ensigns of the Anglo-Saxon race." Lord Halsbury presided at the luncheon. Commander Peary was on his right, and Lord Strathcona on his left. Amongst the others present were Sir George Taubman Goldie, Captain Bartlett, Captain Scott, Major Leonard Darwin, Lord Roberts, Sir George Nares, and Dr. J. Scott Keltie.

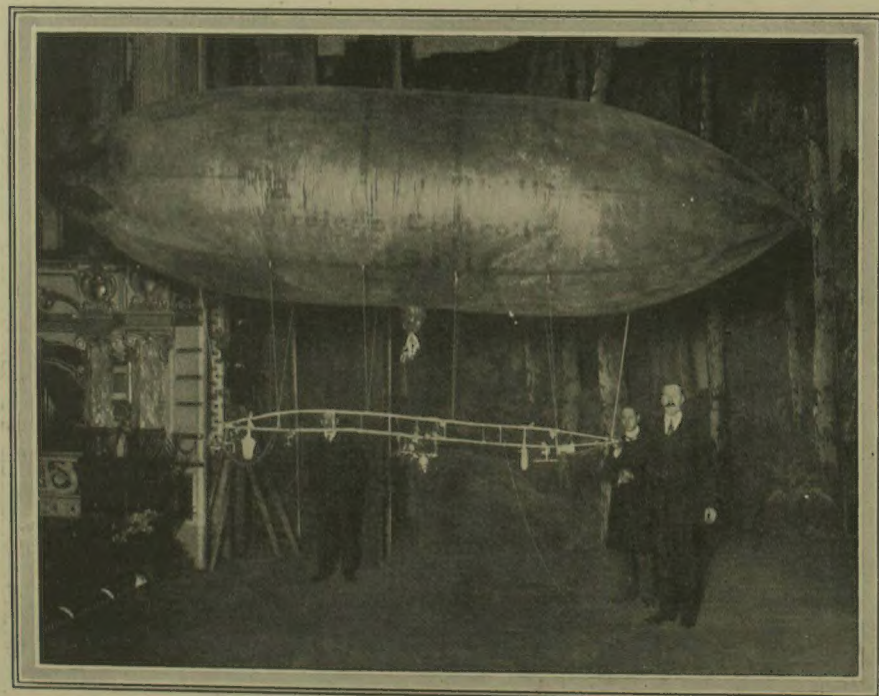


Photo. Bolak.

AN AERIAL "DESTROYER": A MODEL DIRIGIBLE DIRECTED BY MEANS OF WIRELESS.

This model of a dirigible, which is about twelve feet in length, was exhibited at the London Hippodrome the other day, its movements through the air being controlled by wireless acting on the various propellers. During the manoeuvres, it dropped paper birds among the audience, and Mr. T. R. Phillips, the inventor, claimed that he could drop explosives in a similar way.

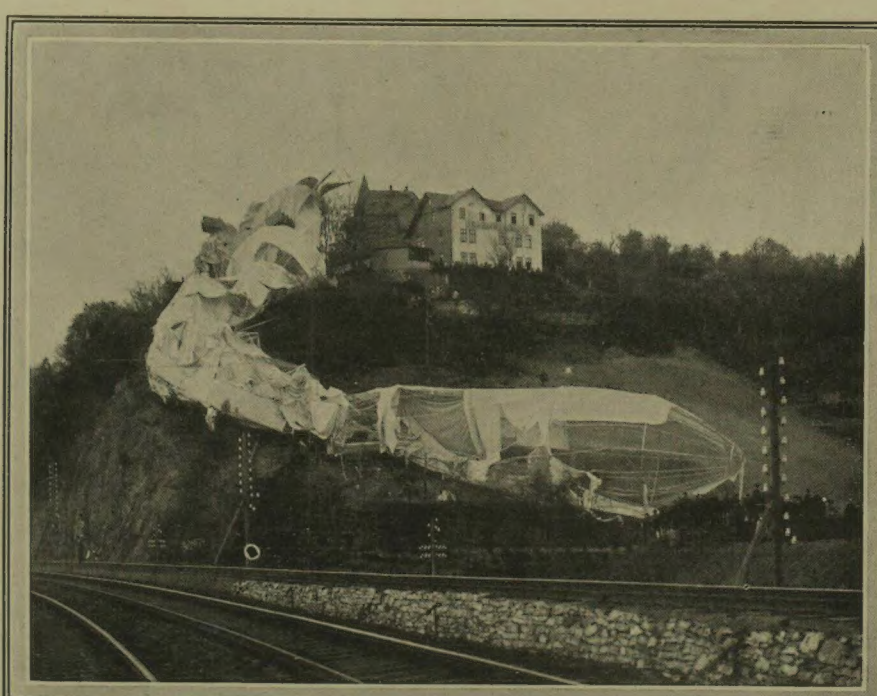


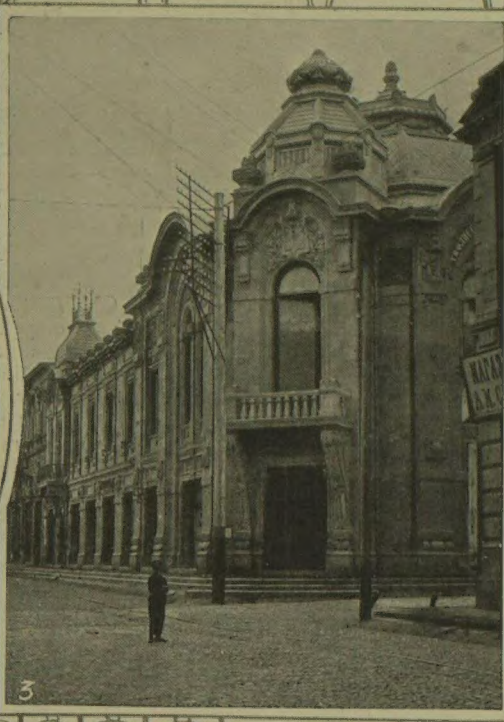
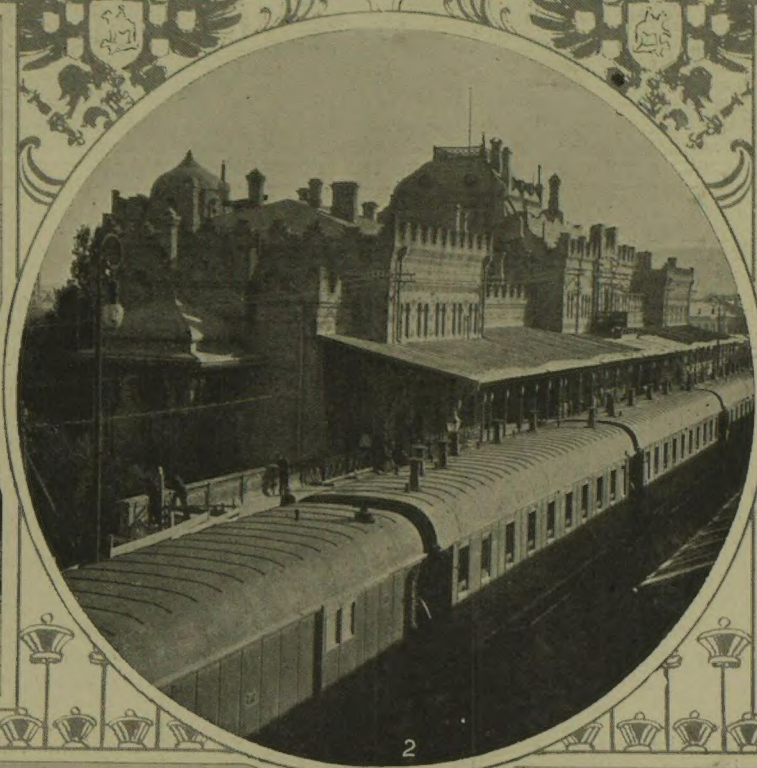
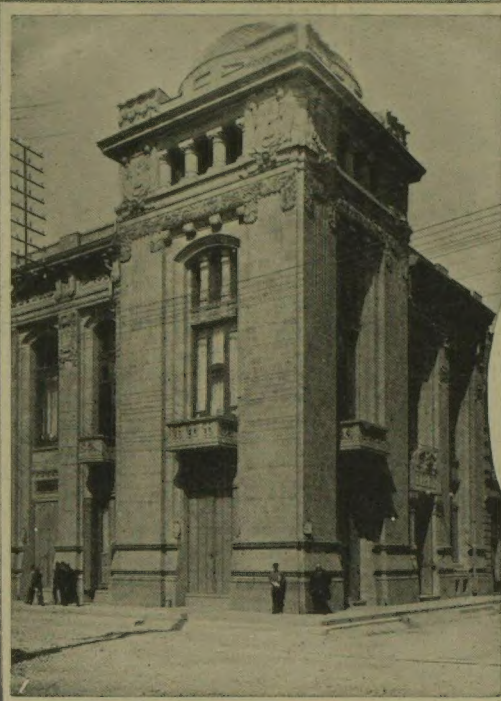
Photo. Weimer.

A WRECKED GERMAN HOPE: THE REMAINS OF THE GREAT DIRIGIBLE "ZEPPELIN II."

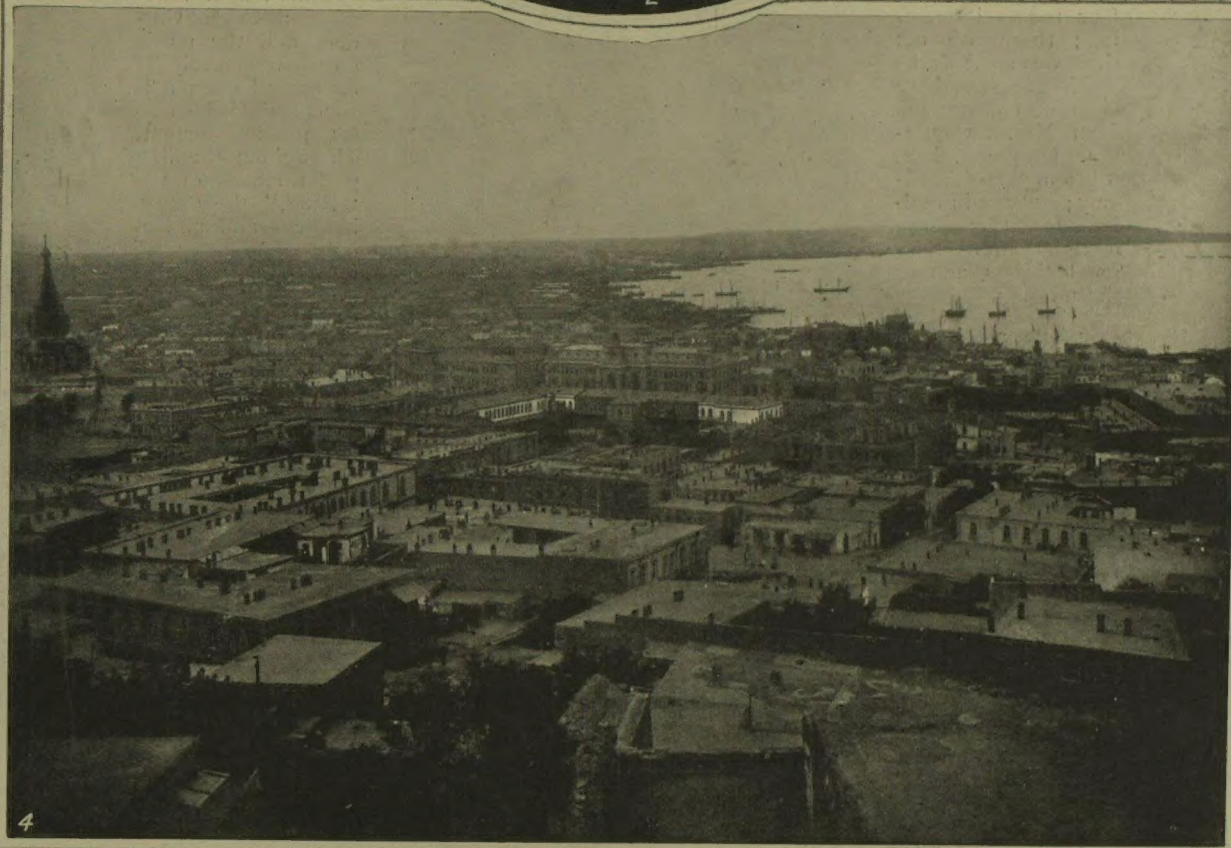
The "Zeppelin II." broke away from her moorings (a cart buried in the ground), and, despite the efforts of hundreds of soldiers, who were holding on to the ropes, flew away on the wings of the storm. It fell at Weilburg, on the Lahn. Together with its predecessor, "Zeppelin I.," the dirigible was bought by the German Government for £100,000. It was designed to take the place of the original "Zeppelin II.," destroyed at Echterdingen in August of 1908.

"NAPHTHA IS ONE OF THE FINEST GEMS IN THE IMPERIAL DIADEM."

IN THE CITY OF BAKU, THE HEART OF THE OIL INDUSTRY, A GREAT COMMERCIAL CITY.



THE oil-bearing regions of Russia are one of the greatest sources of the nation's wealth. As the Russians themselves say, "Naphtha is one of the finest gems in the imperial diadem." Baku, the centre of the oil industry, as well as a great commercial city in other ways, provides strong attraction, therefore, to many business men. Its natural wealth has been compared, indeed, with that of Kimberley. It is not renowned for its dealings in oil alone, all-important as they are, and ever-growing as they appear to be. According to the latest statistics the port of Baku, on its turnover of goods, takes first place amongst all the ports of Russia, not only on the Caspian, but on the Black and Baltic Seas. The coasting trade for last year amounted to 5,156,452 tons. The foreign trade for the same period to 181,531 tons, a marked increase on that of previous years. Imports reached 470,546 tons—that is to say 67,541 tons more than 1908.



THE chief items of Baku's foreign imports are given as rice, cotton, and fruits; those of the coasting-trade imports, as timber, wheat, sugar, metals, and manufactured metal articles. The items of export abroad are shown to be, amongst others, sugar, metals, and manufactured metal articles, manufactured articles, and wheat; to Russian ports, amongst others, wheat, metals, manufactured metal articles, sugar, and fruit. During last year 7565 steam and sailing-ships, coasting and foreign, arrived at the port. On the passenger and passenger-trading vessels 98,123 passengers were brought in during last year, and 88,668 were carried out. In addition to this, 22,167 pilgrims, who had arrived at the port, were embarked. All this, be it noted, in addition to the great oil trade, the importance of which, especially when there seems a possibility of the navies and the steam-ship owners of the world adopting oil fuel, can scarcely be over-estimated.



1 THE BANQUE DU NORD.

2 THE STATION OF THE TRANS-CAUCASIAN RAILWAY.

3. THE TIFLIS COMMERCE BANK.

4. BAKU: A GENERAL VIEW OF THE SEAPORT AND THE HARBOUR.

5. THE VOLGA-KAMA COMMERCE BANK.

6. IN ONE OF THE GREAT PUBLIC GARDENS.

Baku, from ancient times a place of the fire-worshippers, belonged in earlier days to the Persians and to the Turks. It was captured by Russia in 1806. As we have already noted, it can claim high place amongst the commercial centres of the world. The new waterworks and other improvements that are to be made will provide work for engineers for some time to come. For the greater part of the year its climate leaves little to be desired.

ART & MUSIC &

THE DRAMA



Photo. Hana.
MR. JOHN COATES,
Who is Engaged for Mr. Thomas Beecham's
Opéra Comique Season at His Majesty's.



MICHAEL ANGELO & POPE JULIUS THE SECOND IN THE SISTINE CHAPEL



MR. ELLISON VAN HOOSE,
Who is Engaged for Mr. Thomas Beecham's
Opéra Comique Season at His Majesty's.

ART NOTES.

(See Supplement.)

SEVERAL things make the present Academy an eventful and interesting one. Perhaps the pictures that are absent are as much responsible for this as any

of the seven hundred and seventy-seven included canvases. An Academy without the backbone of Mr. Sargent's portraits did not promise well, and it is true that the Large Gallery falls to pieces for lack of the stamina of a masterpiece like the "Lord Wemyss" or the "Lord Ribblesdale" of previous years. No Mancini gives depth to the south wall, to which one instinctively turns for the pictures that the Hanging Committee intends to honour. Mr. Stott is again found there, but with a "Good Samaritan" in which the figures block out so much of the painter's beloved Sussex landscape that it cannot be called a fair sample of his art.

There is but one work from the brush of Mr. La Thangue, who can generally be counted on to make four rooms interesting; there are but three very small works by Mr. Clausen; there is no contribution from Mrs. Swynerton. On paper, then, it is a hopeless Academy; but not in reality, for there are more bad things than good things among the missing.

In the first place, the line is not clogged with the bright, brittle landscapes, or the comedies, histories, and allegories, with their flaxen-wigged and pink-complexioned damsels, of the familiar Academical tradition. The fashion for these is past, and the worst offences in "costume pieces" are supplied by the painfully coloured records of civic functions of to-day.

Photo. Dupont.
ENGAGED FOR THE BEECHAM LIGHT OPERA
SEASON: MME. ZÉLIE DE LUSSAN.

Mr. Abbey harks back to a very theatrical convention in "The Camp of the American Army at Valley Forge, February 1778." The size of the canvas, at least, may be forgiven him, for, like "Penn's Treaty with the Indians," in Gallery VIII., it is painted for the Pennsylvania State Capitol. In neither of these compositions has the sense of humour and of the picturesque been enlarged to correspond with the foot-measurement. The first-named subject would lose nothing if reduced to the size of one of Mr. Abbey's drawings in *Harper's*.

With but two or three exceptions, the pictures of the year are small pictures, and few of the pictures that are not pictures of the year are obtrusive in scale. Mrs. Laura Knight has painted with a lavish brush, to nobody's discontent; so, too, has Mr. George Henry; and Mr. Arnesby Brown's "Silver Morning," bought by the Chantrey Bequest, is large as landscapes go. For the rest, from Mr. Clausen's exquisite "From a London Back Window," in the first room, to Mr. Norman Garstin's "Wet Sunday" and Mr. Tuke's "All's Well" in the last, the average size of the canvases is far below the usual standard. An Academy of small pictures proves to be much less of an ordeal, for exhibitors and visitors, than an Academy of big pictures, but the critics, reluctant to acknowledge the reforms that are slowly depriving them of the butt for their best abuse, still find Burlington House the worst possible place to see pictures in. Mr. Lewis Hind, in the *Chronicle*, devoted half his Academy article to the description of his escape from Piccadilly on the top of a 'bus; and the first notice in the *Morning Post* was devoted to the sculpture, the architecture, and to anything but the paintings. But the reforms, and Mr. Orpen, are there, and well worthy of attention.

E. M.

MUSIC.

EVEN if he gave every afternoon and evening to music, it would still be impossible for the music-lover to keep pace with the agents and impresarios. At

the same hour in afternoon or evening there may be three concerts in progress, none of which the enthusiast cares to miss; while on and after Monday evening there will be the double attractions of opera at His Majesty's and at Covent Garden. To-day (May 7), while Moriz Rosenthal is playing at the Queen's Hall, Melba will be celebrating her return to town at the Albert Hall; and in the past fortnight the first act of certain "Ring" performances must have done something to check the attendance at afternoon concerts. For the first "Ring" cycle there is nothing but praise.

The weary *Sprachgesang* tactics of so many Wagner singers are no longer encouraged—one might, perhaps, say are no longer tolerated—at Covent Garden, and the music gains immensely in its appeal when it is vocalised to the fullest possible extent. Throughout the first performances of the "Ring," the reminiscences and philosophy of Wotan were treated with consummate art by Van Rooy, whose presence at Covent Garden is very welcome. Kirkby Lunn has succeeded, too, in making the difficult rôle of Fricka human and sympathetic; she is undoubtedly the greatest English Wagner-singer of our time, and seems to pass from strength to strength.

Mme. Saltzman Stevens has repeated the triumph of a

past season: we welcome a Brünnhilde who would not attract attention as a giantess in a country fair, who is tender, human, and sympathetic. She is not a Ternina—it has not been given to any artist of our generation to reach the height scaled by the greatest Wagnerian singer and actress our stage has ever seen—and Mme. Saltzman Stevens has yet to acquire Ternina's stage experience. A new Loge, M. Sembach, made an immediate appeal; and the Mime of Hans Bechstein retains its many qualities.

To hear and see Dr. Richter in the conductor's seat is to understand why he has been able to say that if the scores of the "Ring" were lost, he could rewrite them from memory. While he grasps every point, and can give their cues to singers and players alike, he never loses sight of the whole work; he preserves a perfect balance between the voice and its complex accompaniment. When we see those who know something of the score looking on with astonishment, we are reminded of Goldsmith's lines—

And still they gazed, and still the wonder grew,
That one small head could carry all he knew.

In Verdi's "Traviata" and "Rigoletto," Mme. Tetrassini has roused rare enthusiasm, her singing of the "Caro Nome" in the last named ending on a clear-ringing E in alt. that few living sopranos could reach so surely. In "Traviata" she takes her rôle seriously: for her the unsavoury heroine of Verdi's opera is a creature of flesh and blood, instead of bran or sawdust. This being so, it is a pity that her dress cannot be accommodated to the period. Sammarco, John McCormack, and a newcomer from Russia—M. Rostowsky, who is alleged to be able to sing the difficult music of Gounod's *Roméo*—have all distinguished themselves in the Verdi operas, and Signor Campanini has directed them with vigour and insight.



Photo. Dover Street Studios.

TO SING IMPORTANT ROLES DURING THE
BEECHAM LIGHT OPERA SEASON: MISS
RUTH VINCENT (AS GRETEL).

The Thomas Beecham Opéra Comique Season, which promises to be a great success, is to open at His Majesty's on Monday next, the 9th, and to terminate on July 30. Miss Ruth Vincent will play Olympia (the doll), and Antonia in "The Tales of Hoffmann," with which the enterprise will be inaugurated, and will appear also in other works.



Photo. Foulsham and Banfield.

IN A "KOKOCHNIK": MME. ANNA PAVLOVA.

For one of the dances she gave at her special matinée at the Palace last week. Mme. Pavlova wore Russian dress. The "kokochnik" (the head-dress), it may be noted, was once worn in Russia by rich and poor alike. It is seldom seen now, save in a few districts, except as a part of court dress.



ENGAGED FOR THE BEECHAM LIGHT OPERA
SEASON: MISS MAGGIE TEYTE.

NATURE IN MODEL FORM: JAPANESE GARDENS AT THE "JAP-ANGLO."

PHOTOGRAPHS BY HUTIN, AND BY C.N., L.N.A., AND HAINES.



LANDSCAPE GARDENING EXTRAORDINARY: "DWARF" GARDENS AT THE ANGLO-JAPANESE EXHIBITION AT THE WHITE CITY.

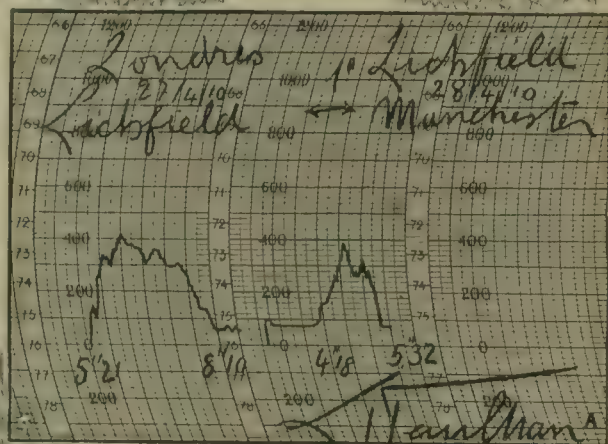
As we had occasion to remark in a recent issue, Japanese gardening may be described as landscape gardening in an actual, as opposed to our conventional sense. The chief aim is to imitate nature on a small scale, with the aid of dwarf trees, miniature houses, and tiny bridges and streams, to say nothing of mountains a few feet high. There will be two Japanese Gardens at Shepherd's Bush, each of them designed by foremost artists of Japan and each covering about 100,000 square feet of land. Our Illustrations show the gardens themselves, together with small trees trained to the shape of storks. We also publish, as additions to the decoration of the page, photographs of lilies in the land of the chrysanthemum, a player of the samisen, Japanese girls beneath blossom-laden cherry-trees, and Japanese girls washing their hands in an old stone basin outside one of the windows of their house. The Exhibition is due to open on the 12th.

THE FLIGHT M. PAULHAN WOULD NOT REPEAT FOR £20,000 :

THE AVIATOR FLYING FROM LONDON TO MANCHESTER; AND OTHER MATTERS.



MANCHESTER		PAULHAN
1869	1872	3:32
183 Didsbury	181	5:21
180 Heald Gr.	178	5:20
177 Wilmslow	174	5:15
174 Alderley Edge	168	5:10
168 Cheshire	162	5:2
158 CREWE	158	1:58
155 Betley Road	155	1:55
150 Madeley	148	1:53
148 Whithare	144	1:50
144 Standon Br.	139	1:45
139 Norton Br.	137	1:43
137 St. Andrew	124	1:10
124 STAFFORD	129	1:50
129 Wood & Preston	127	1:45
127 Colwich	124	1:17
124 Rugeley	117	1:9
117 Annulege	110	8:10
110 LICHFIELD	107	7:55
107 Tamworth	102	7:50
102 Polesworth	97	7:15
97 NUNEATON	93	7:57
93 Bulkington	91	7:55
91 Shilton	88	7:50
88 Brinklow	83	7:20
83 RUGBY	75	7:5
75 Welton	70	6:55
70 Weedon	62	6:50
62 Blisworth Jn.	60	6:15
60 Road	55	6:15
55 Castlethorpe	52	6:05
52 Wolverton	47	6:27
47 Bletchley Jn.	41	6:20
41 Leighton	36	6:10
36 Cheddington Jn.	32	6:10
32 Tring	28	6:0
28 Berkhamsted	25	6
25 Boxmoor	21	5:55
21 Kings Langley	18	5:50
18 WATFORD	15	5:40
15 Bushey	12	5:30
12 HARROW	10	5:21
10 Pinner	8	5:10
8 WILLESDEN JN.	6	5:10
6 WEIMWOOD SCRUBS	4	5:10
4 GRAHAM WHITE'S START	2	5:10
2 LONDON	0	5:10



1. BEGINNING THE GREATEST FLIGHT OF HIS LIFE: M. LOUIS PAULHAN LEAVING LONDON FOR MANCHESTER.
2. THE RECORDS OF THE RIVAL FLYING-MEN: THE TIME-TABLE OF THE RACE BETWEEN M. LOUIS PAULHAN AND MR. CLAUDE GRAHAM-WHITE.
3. ENDING THE FLIGHT HE WOULD NOT TRY AGAIN UNDER SIMILAR CONDITIONS FOR £20,000: M. PAULHAN NEARING HIS GOAL AT DIDSBURY.

4. WITH THE MODEL FLYING-MACHINE THAT WON HIM THE BIPLANE OFFERED BY MM. VOISIN FRÈRES AND SO SET HIM ON THE ROAD TO FAME: M. LOUIS PAULHAN WITH HIS DESIGN.
5. THE HEIGHTS REACHED BY M. PAULHAN DURING HIS FLIGHT FROM LONDON TO MANCHESTER: THE AVIATOR'S CHART OF ALTITUDE.

6. LIKE FATHER, LIKE SON: RENÉ PAULHAN, SON OF THE AVIATOR, WITH A TOY AEROPLANE.
7. RECEIVING HIS £10,000 IN A GOLD CASKET: THE FRENCH AMBASSADOR HANDING THE PRIZE TO M. PAULHAN AT THE SAVOY LUNCHEON.
8. IMMEDIATELY AFTER HIS DESCENT AT DIDSBURY: M. PAULHAN WIPES HIS EYES.

There is no need to retell the story of M. Louis Paulhan's flight from London to Manchester for the "Daily Mail's" £10,000 prize. It is interesting to note a few personal details. M. Paulhan, then, is twenty-six. At sixteen he was a member of a travelling circus in France, a tight-rope walker and a bare-back rider. Later he was a mechanic, working on the French dirigible, the "Ville de Paris." During that period he won a prize offered by Messrs. Voisin Frères for the best model flying-machine. The award took the form of a Voisin biplane, and the future great aviator, aided by others, bought an engine with which to fit it. Later still, as a volunteer, he joined the aerostatic battalion of the French Army. He made his first appearance as a flying man only last year. Three weeks after his start he created a world's record by flying to a height of 400 feet. It will be seen that his progress has been extraordinarily rapid. He has said that he would not repeat the London-to-Manchester flight under the conditions prevailing last week for £20,000.

Photographs by L.N.A., Illustrations Bureau, and Topical; the Altitude Chart and Time-Table reproduced from the "Daily Mail" by Courtesy of that Paper; No. 8 from a Sketch by Leo Chesney, our Special Artist at Didsbury.

THE PILOTING OF AEROPLANES: HOW TO USE A FARMAN BIPLANE.

DRAWN BY W. B. ROBINSON.



A PICTORIAL LESSON IN FLYING ON A MACHINE SIMILAR TO THAT USED BY M. PAULHAN
FOR THE LONDON-TO-MANCHESTER FLIGHT.

For his great flight from London to Manchester, M. Louis Paulhan used one of the famous Farman biplanes. That our readers may have some idea of how such a machine is controlled, we give these Illustrations. Full details will be found in an article on another page. Meantime, it may be noted that the aviator has under his command, firstly, the control lever on his right hand, which works the elevators and the stabilisers or ailerons; the motor levers on his left hand, which govern engine speed, ignition, lubrication, etc.; and the pedal lever with which the rudders are worked.

SCIENCE &

NATURAL HISTORY



A DOCTOR'S VISIT



Photo. Collas.

TRANSLATOR OF THE DELUGE TABLET: PROFESSOR H. V. HILPRECHT, OF THE UNIVERSITY OF PENNSYLVANIA.

Professor Hilprecht's translation of the "Deluge Tablet" found amongst the remains of the Temple Library of Nippur has aroused world-wide interest. It will be recalled that we illustrated the tablet in our issue of April 9 last, and gave, side by side with its version of the story of the Flood, the Bible version. The tablet is a part of the earliest version of the Babylonian Deluge story thus far known, and was written and broken before Abraham had left his Babylonian home in Ur of the Chaldees.



A LESSON IN ANATOMY

SCIENCE JOTTINGS.

ALCOHOL IN NATURE.

THE alcohol question is one of those topics which seem endowed with perennial vitality, but it is somewhat remarkable that the discussions nowadays conducted regarding it have completely changed their character. I am old enough to remember the bitter controversies which raged round the question whether or not alcohol, taken in moderation, was injurious to the body. Dr. Anstie had contributed a masterly discussion on the use of alcohol in health and disease, and Dr. Parkes, of Netley, famous as a hygienist, as the result of researches had shown that no difference in the health of young men was to be noted when the quantity of absolute alcohol consumed did not amount to more than one and a half ounces per day. Dr. Hammond, of New York, had also been investigating the alcohol question and its value, and had found that it tended to preserve the bodily equilibrium when a food-supply was experimentally made less than the normal.

These researches paved the way for the work of Doctors Attwater and Benedict of America. They came to the conclusion that alcohol was chemically to be regarded as a food. It could be oxidised and used up in the body just as ordinary foods are, 98 per cent. being burnt, so to speak, and only 2 per cent. escaping oxidation. They also found that alcohol was consumed no more rapidly than other heat and force producing foods, such as sugar. At the present date these views hold the fort scientifically. They do not imply that alcohol is either a necessary or desirable "food"; they do not interfere with any social temperance work that is intended to limit alcoholic abuse; they do not countenance the common drinking habits of any country; they simply set alcohol in its proper place as a "food," and they teach us that 1 oz. of alcohol equals about $\frac{3}{4}$ oz. of fat, or $1\frac{1}{2}$ oz. of sugar or starch as an energy-producing substance. Further, it is stated that about $2\frac{1}{2}$ oz. of alcohol may replace equivalent quantities of fat, sugar, and starch in a diet without involving disturbance of the bodily functions.

So far, then, the exact nature of alcohol in relation to bodily nutrition has been made clear. Beyond this special aspect of the subject, however, lies another and equally interesting phase of the matter. In a recent paper Professor W. E. Dixon, of Cambridge, has admirably summarised the facts relating to alcohol and living tissues at large. This paper



CLEANING THE SYPHON OF THE CONCORDE (PARIS): DROPPING THE BALL INTO THE WELL.

should widen and extend the popular conceptions concerning alcohol regarded from its connection with what may be called the normal phases of vitality. For

We can detect it in plants, and, *pace* the abstainers, plants produce alcohol and use it as well in their vital operations. The yeast plant turns sugar into alcohol and carbonic-acid gas, and a bottle of claret which has become soured is thus altered through the action of a vinegar-forming organism that lives on the alcohol of the wine. In animal tissues alcohol is also found, but only in small quantities, for, necessarily, as is pointed out, it is easily oxidised, and so any large amount would be quickly consumed. The muscles of higher animals have actually been found to contain ferments which change the sugar or starch supplied into alcohol, this change being probably effected through the medium of lactic acid (a muscular waste product), and itself one of the results of the using-up in the body of sugar-food.

Professor Dixon mentions the curious fact that the *Bacillus coli* of the large bowel (of whose effects in the way of causing premature old age so much has lately been heard) can produce from 9 to 17 per cent. of alcohol when allowed to grow on sugar. As this action must occur in the body, it is fair to conclude that, as Professor Dixon remarks, the alcohol so produced must pass into the system. Some straining of the argument for the feeding of the *B. coli* on sugar and starchy foods might hold that sour milk containing lactic acid, as well as the diet just named, may really owe their beneficial effect in warding off old age to the fact, that they supply alcohol to the frame. A wonderful transformation of opinion this, if the idea could be proved to be true, since people who formerly came to curse alcohol in all its shapes and forms might presumably alter their tone to one of blessing.

No wonder our author remarks that most of our views on the use of alcohol have changed during the last quarter of a century. Even it is now credited, on scientific grounds, with economising the fat and the nitrogenous constituents of the body, in this way acting as a sop to the Cerberus of destruction of tissue as the result of work. But Professor Dixon is clear enough on the point—that if alcohol is a food it does not follow that its artificial consumption is desirable. Neither does it follow, in the oft-repeated language of uninstructed people, that it is a poison. Social reforms lose nothing but gain much from being founded on accurate scientific details. Persons who do not know the facts about alcohol are readily satirised by the man who sits in the chair of temperance remains, as heretofore, the safe way of life.

ANDREW WILSON.



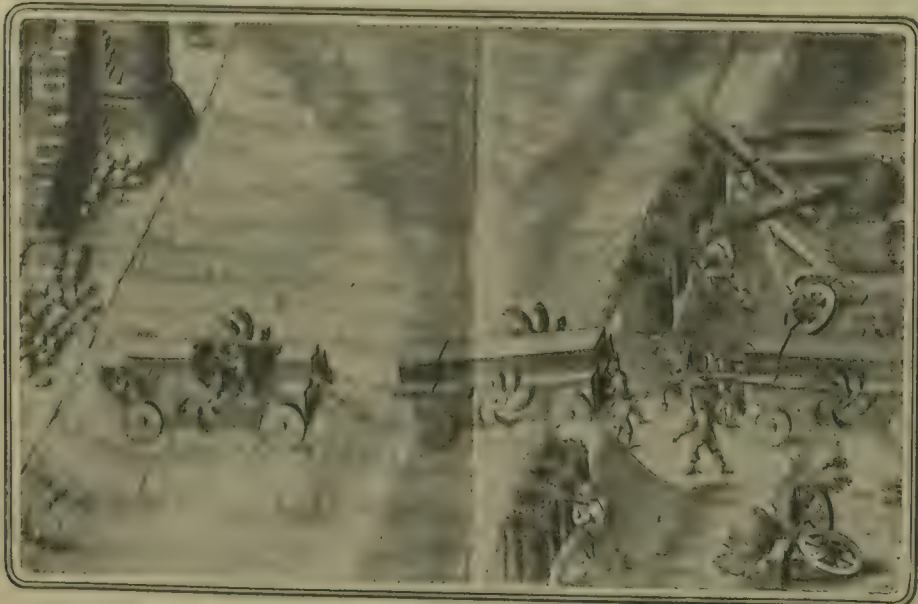
Photo. Topical.

A "CAB" IN WHICH PASSENGERS SIT OVER A BOILER: A RAILWAY ENGINE CONVERTED INTO AN INSPECTION "CARRIAGE."

The passenger engine was converted into an inspection engine by building a "cab" over the boiler. The seats for the passengers are, of course, so arranged that the boiler does not affect them. The engine is used by officials of the Pittsburg and Lake Erie Railway.

example, Professor Dixon strikes a remarkable keynote in his declaration that alcohol is widely distributed in nature, but is only found in connection with living cells.

readily satirised by the man who sits in the chair of temperance remains, as heretofore, the safe way of life.



THE AMPHIBIOUS WAR-CAR OF 1583.

The engraving shows a war-vessel designed in France in 1583 for use on land or water. It is here given for comparison with our illustration of M. Ravallier's "Canot-Automobile," designed, more especially, for use in time of war.



THE AMPHIBIOUS WAR-CAR OF TO-DAY.

We republish this illustration from our issue of November 27 of last year, that it may be compared with the old French engraving. The "Canot-Automobile," it will be recalled, has been adopted by the French Government.

THE MAN WHO NAILED THE STARS AND STRIPES TO THE NORTH POLE.

DRAWN BY CYRUS CUNEO, R.O.I.



TWENTY-FOUR YEARS AN ARCTIC EXPLORER: COMMANDER ROBERT EDWIN PEARY, DISCOVERER OF THE NORTH POLE, WHO HAS JUST LECTURED BEFORE THE ROYAL GEOGRAPHICAL SOCIETY—AN UNCONVENTIONAL PORTRAIT.

If ever a man deserved to succeed in an attempt to place his country's flag on the apex of the earth, that man is Commander Peary, who announced that he had nailed the Stars and Stripes to the North Pole in a laconic telegram dated the 6th September of last year, and is now lecturing about his epoch-making exploit. Commander Peary has answered the call of the Arctic for four-and-twenty years, from the day in 1886 when, at the age of thirty, and an engineer in the United States Navy, he set out as one of a party bent on exploring the Greenland Ice Cap east of Disco Bay. In all, he has sought to reach the Pole eight times, and it was his eighth attempt that was the successful one. In July of 1905 he reached latitude 87° 6', 200 miles from the North Pole. Describing the actual discovery of the Pole, he has written: "We arrived at 90 degrees North at 10 o'clock in the morning of April 6, and we left there about 4 o'clock in the afternoon of April 7. . . . During those thirty hours at the Pole I made the necessary observations for position, went some ten miles beyond my camp, and some eight miles to the right of it, planted my flags, deposited my records, took photographs, studied the horizon through my telescope for possible land, and sought for a suitable place to make a sounding."



Photo, Elliott and Fry.
Miss ELIZABETH BANKS,
Whose Volume of Stories, "The Luck of the Black Cat," has been Published by Messrs. George Allen.

wrote an unofficial Ode to him, whom I had never met, telling how—

Fifty years have passed and gone
Since danced the merry star that shone
Above the babe, Mark Twain.

"A star danced, and under that were you born." The rhymes ended—

Spirit of Mirth, whose chime of bells
Shakes on his cap, and sweetly swells
Across the Atlantic Main,

Grant that Mark's laughter never die,
That men, through many a century,
May chuckle o'er Mark Twain.

I do not know if the Ode ever came to the knowledge of the Prince whose fiftieth birthday it celebrated. But long afterwards Mr. Clemens wrote to me a letter, saying that he had written many, and torn them up, but launched this epistle on its way. He was pleased, he said in his simple way, to see that I liked some of his things,

When we departed we wrote our names in the Club book. The stranger signed his name; I followed, and read it. It was "Samuel L. Clemens"—was Mark himself! I rushed after him, and explained my total inability to tell "who is who." He remarked that he had been rather puzzled by my failure to recognise him. He was very friendly, and introduced me to the ladies of his family, one of whom had passed, in early youth, through very amazing experiences of a "psychical" kind. This

is not the time to write about them, interesting and extraordinary as they were. Mark and a daughter of his gave their corroboration. We exchanged letters now and then. By a coincidence we both, at the same time, wrote novels about Jeanne d'Arc. Mark opened the eyes of many to the greatness of the Maid, but I own that his novel was remote from the mediæval, and that "tumble-bugs" (a puzzle to the European entomologist) haunted the fields of fair France in the early fifteenth century. But Mark's heart was entirely in the right place. Mediæval local colour, mediæval Catholic states of mind, were not in his line; but in his line were goodness, courage, stainless devotion to a Cause.

I never ventured to read his "A Yankee at the Court of King Arthur," presuming that about that Court, and about the ideals of the thirteenth century, Mark did not know very much, and that his Yankee would be singularly out of place in the society of Guinevere and Iseult, Pelleas and Peleanore. On the Mississippi, and with Tom Sawyer and Huck



"ABDEL-GHERAM AND NOUR-EL-AIN."
ETIENNE DINET.

"Etienne Dinet was born in Paris on 23 March, 1861. . . . In 1892 chance . . . took him to the shores of Algeria. . . . Dinet will always remain the painter and poet of Algerian life. . . . 'Abdel-Gheram and Nour-el-Ain' [was] exhibited at the Salon of 1901. . . . [It] is, so to say, the illustration of a poem by his travelling-companion, Si Sliman ben Ibrahim Bamer, [and] belongs to the Luxembourg."

**HUNG IN THE ACADEMY OF FAME:
MASTERPIECES OF 19th CENTURY PAINTING.**

Illustrations Reproduced from "Great Painters of the Nineteenth Century and their Paintings," by Léonce Bénédite, Keeper of the Luxembourg, by Courtesy of the Publishers, Sir Isaac Pitman and Sons.

(SEE REVIEW ON ANOTHER PAGE.)



"KOUJAVA."—MICHEL WROUBEL.

"Michel Wroubel, born in 1856, now blind and mentally deranged, . . . has painted . . . the most exquisite apparitions ever dreamt of in Oriental tales or Russian legends. Such is 'Koupava,' borrowed from a Russian tale, the princess-swan wearing a tall diadem of diamonds and pearls over large black eyes and moving about in that vague whiteness in which wings may be divined."

Finn, Mark was at his best; here he was supreme; he knew boys as Thackeray and Dickens knew them, and the great river, and the Southern society of a departed day. He was honest, courageous, clear-sighted, upright, kind, and in face of many troubles and many sorrows, indomitable.

His death does not "eclipse the gaiety of nations," for he had done his work, had given us his gaiety; and has left his example of fortitude, goodness, devotion to duty and to honour: an example as worthy as Sir Walter Scott's. *Sit anima mea cum tua, Marce!*

The ingenious Neapolitan medium, Eusapia Paladino, has been caught out in America. Things were moving of their own accord, tables and so forth, in a recess behind her; her hands were held, her feet were pressing those of the sceptical Professor Münsterberg and another man. But a third was lying *perdu* on the floor behind her, and, hearing the table behind her move, this gentleman made a grab. There was a yell from Eusapia. He had caught her unshod foot: 'twas her boot which lay on the foot of Professor Münsterberg! *Exit Eusapia!*



BY A JAVANESE AUBREY BEARDSLEY: "THE THREE BRIDES."—JAN TOOROP.

"Jan Toorop was born at Poerworedjo (Java) on 20 Dec., 1860. His father was a settler of Norwegian extraction, and his mother a Javanese of English origin. . . . In 1874 he was sent to Holland. . . . His mysticism declared itself in 1889 in consequence of a serious illness. . . . At last his symbolical manner assumed an aspect of flowing, tortuous lines, where his old Javanese memories are blended with expressive distortions. . . . To this period we owe . . . 'The Three Brides,' in which we may observe . . . the mystic, exalted and confused idea of an esoteric neo-buddhism."

because no other critic of my breed (which is the academic and "high-sniffing," I fear) had recognised him.

Still later, we met in London, to my great pride and pleasure, and a year or two later a strange thing happened. It is my misfortune, from my earlier years, not to remember faces, and the reason is that, between short-sight and some more mysterious faculty, I see people quite differently on different occasions. One person, whom I have only seen twice, was blonde, very thin, very *extenuée*. On the second occasion, this person had dark-brown hair, and was *not* pallid and *extenuée*. Whether she answers to the first or to the second aspect—or neither—I do not know. This kind of thing is always going on.

Well, one day I partook of luncheon at a club of both sexes, being the guest of the late Mr. F. W. H. Myers. On one hand was a lady, with whom I conversed; on the other was a total stranger—

And as he never spoke to me,
I never spoke to him.

He had a great shock of hair, which was of a very faint yellow, verging on white.

THE ROYAL ACADEMY
THE CHIEF PICTURES, 1910



NAPOLEON'S FAVOURITE FLOWER—
BY NELLIE JOSHUA.

The Royal Academy: The Chief Pictures.



Autumn Sunlight.—Horace Fisher.



Pelleas and Melisande.—E. Blair Leighton.



A Great Lady.—Hon. John Collier.



"The Summer Night that Paused among her Stars."
Hon. John Collier.

The One Hundred and Forty-Second Exhibition of the Royal Academy of Arts: Portraits at Burlington House.



Mrs. Arthur Herz—Frank Dicksee, R.A.



Her Grace the Duchess of Buccleuch.
J. F. Shannon, R.A.



Miss Isilian Braithwaite.
Harold Speed.



The Lady Inverclyde.
Frank Dicksee, R.A.



The Lady Margaret Sackville.
George Henry, A.R.A.



Captain Ralph Stazenger, Sheriff of
London, 1910.—J.H.F. Bacon, A.R.A.



The Right Hon. Sir Hudson C. Kearsley, Bt.
Sir H. von Herkomer, R.A.



Mrs. Cyprian Bridge.
Hon. John Collier.



The Rt. Hon. Sir John Brunner, Bt., L.S.D.
Arthur Hacker, A.R.A.



The Rt. Hon. Earl Carrington, K.G.
G.C.M.G.—Arthur S. Cope, A.R.A.

The Royal Academy: The Chief Pictures.



The First Fight for Independence (Lexington Common, Mass., U.S.A.), April 19, 1775.—W. B. Wollen.



The Rear Guard.—J. P. Beadle.



The New Arrival.—Walter Langley.



The Children's Hour.—R. Chevallier Taylor.



The Herring Season: Great Yarmouth.—Edgar Bundy.



"And Mocks my Loss of Liberty."—Frank Bramley, R.A.



The Earth's Awakening.—Edward A. Hornel.



In Court.—G. B. Kennington.

The Royal Academy: The Chief Pictures.



1. MRS. HAYES SADLER.—CHARLES SIMS, A.R.A.

3. ARISTOCRATS, 1790.—FRED ROE.

2. RIVALS.—CRESWELL H. DESMOND.

4. THAT WHICH WAS HID.—FRANK M. BENNETT.



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of the teeth is to remove the particles of food which cling to and remain between them after eating, and it is clear that this can only be done by means of a liquid antiseptic dentifrice and mouth - wash.

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THE PLAYHOUSES.

"LOUIS XI." AT THE QUEEN'S.

URGED by a natural and very charming piety, Mr. H. B. Irving seems resolved to keep the memory of his father's greater impersonations alive; and so we find him taking over one after another of the parts associated with Sir Henry's name. In this way "The Bells," "The Lyons Mail," "Charles I.," "The Corsican Brothers," and "Louis XI." have all passed into his repertory. It is not easy, under such conditions, to criticise the younger man's performances. The sentiment on his side, the recollections on the part of the playgoer, result in a sort of confusion, in which it is difficult to distinguish the original contribution of the newcomer or to make any definite comparisons. Irving *filis* cannot help taking advantage of his father's experience; and the playgoer cannot help looking at the son's rendering through a mist of prepossessions and of remembrances. The resemblances between the two readings are set to the credit account only to be discounted, the differences are accentuated, and, unless prejudice is sternly repressed, are disliked. Making all allowances, however, the critic may fairly say that such a study in *diablerie*, such opportunities for the display of craft and ferocity, and craven fear and superstition and crazy humour, as the part of Louis XI. provides, appeal alike to the intelligence and the imagination of Mr. Irving. He has a real gift for the analysis and the expression of criminal psychology, and if we once forget what the older actor accomplished with this melodramatic character, it is impossible to deny the subtlety and intensity, the picturesqueness and the ferocity, which any playgoing novice

would discover in his representation. The terror of this Louis XI. under the dagger of Nemours, the ogre-like sensuality the old man is made to show towards the girl he comes across, the alternations of malignity and cunning deference here suggested, are bound to be

SHAKESPEARE REVIVAL ENDS AT HIS MAJESTY'S. When the curtain fell last Saturday night on "The Merchant of Venice," Sir Herbert Tree came in front to announce his future plans at His Majesty's. He gives place, of course, to Mr. Beecham and his season

of light opera, and goes on a provincial tour in the meanwhile. But he has plenty of plays ready for his supporters, and he was able to announce a very interesting combination for the autumn. He proposes to rely once more upon Shakespeare when that time comes round, and counts on the assistance of Mr. and Mrs. Arthur Bouchier. "Henry VIII." will be revived, he himself playing Wolsey to the King of Mr. Bouchier and the Queen Catherine of Miss Violet Vanbrugh. He has, also dramas of more modern authors than Shakespeare at his disposal—a piece written by Mr. Zangwill "which deals in an ethical spirit with world politics"; a pageant play of Mr. Louis Parker's composing, a poetic drama, presumably, to which Mr. Alfred Noyes, author of the "Drake" epic, has put his name; and, finally, a play for which a Hungarian dramatist, Melchior Langyel, is responsible, "Typhoon," which is now running at the Berliner Theater, and has for characters a group of Japanese students resident in Europe. On the whole it is a very promising programme.

"THE PRINCE AND THE BEGGAR MAID." AT THE LYCEUM.

It is not so long since Mr. Walter Howard's pleasant romance of "The Prince and the Beggar Maid" was staged at the Lyceum that the patrons of that theatre can have had time either to forget or to have grown tired of the story. A Princess who refuses even to purchase peace for her country by sacrificing love, and masquerades as a beggar-maid on the enemy's soil,

(Continued overleaf)

The King Sets a New Precedent—A Picture at the Royal Academy.



HIS MAJESTY THE KING KNIGHTING ALDERMAN WILLIAM S. CROSSMAN (LABOUR) LORD MAYOR OF CARDIFF, JULY 13, 1907. PAINTED FOR THE CORPORATION OF THE CITY OF CARDIFF.—W. HATHERELL.

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impressive; and Mr. Irving's revival, thanks to his own acting, and the charm of Miss Dorothea Baird as the heroine, Marie, and the vivacity of Mr. Eille Norwood as Nemours, and the capital work of Mr. Tyars, Mr. Vibart, and Miss Rosina Filippi, ought to obviate the necessity for any substitute at the Queen's for many a week.

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—Guy's Hospital Gazette.

"So Perfect and So Peerless."



"Oh! What a Precious Comfort 'tis to have."—Shakespeare.

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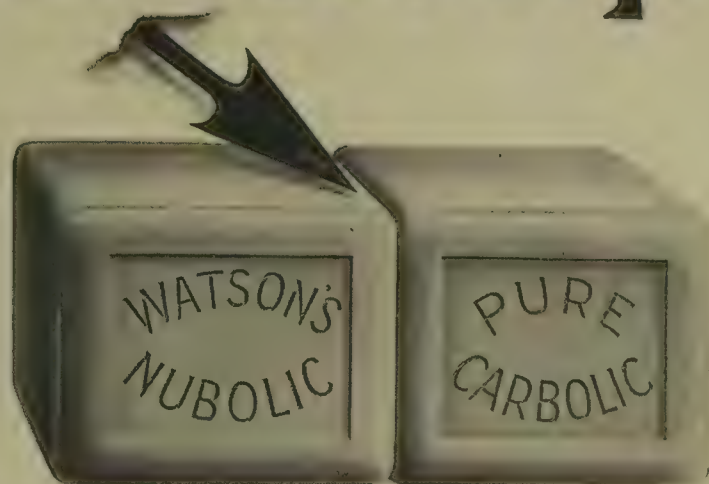


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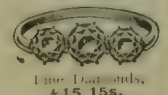


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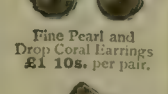
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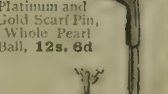
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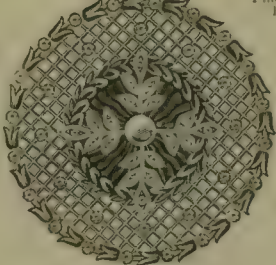
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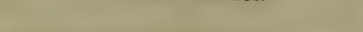
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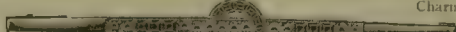
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The "BURLINGTON." (Patented).

cannot but win the approval of the admirers of popular drama, and Princess Monica seemed last Saturday night to be as much in favour as ever, being applauded vociferously by an audience which filled every corner of the huge theatre. Both the humour and the sentiment of the play were obviously once more to the Lyceum patrons' liking, and such changes from the original cast as had to be made were none of them for the worse. Miss Annie Saker proved an attractive and ardent heroine, Mr. Godfrey Tearle was as gallant a lover as could be wished for; and Mr.

and Miss Daisy Le Hay is a sweet Princess, and there are plenty of topical references—among other allusions, to Paulhan—in the lyrics, and the Wedgwood-china dresses are very pretty. Mr. Austen Hurgon ought to succeed with his experiment of musical comedy at cheap rates.

(Other Playhouse Notes elsewhere in the Number.)

We have but little space this week to deal with concerts, but mention must be made of the inaugural concert of the Bechstein orchestra, of which M. Stier is likely to prove a very capable conductor, of the further

fixed at one guinea. Gifts for the sale of work and offers of help from artists and others will be gratefully received by the Lady Superintendent, Brixton Orphanage for Fatherless Girls.

From Mr. T. Fisher Unwin (London and Leipzig) we have received four more numbers of his excellent International Art Series, which, with their sixty large pages including numerous reproductions of pictures and an interesting critical and biographical essay on the painter or period in question, are by no means dear at five shillings net each. They are bound in strong, art-

Naval Pictures at the Royal Academy, by W. L. Wyllie and by Norman Wilkinson.



FROM UNDER THE SEA.—W. L. WYLLIE, R.A.



IN MEMORIAM: THE SOLENT, FEBRUARY, 1901.—NORMAN WILKINSON.

Eric Mayne, Mr. Halliwell Hobbs, and Mr. Frederick Ross repeated old successes.

"TWO MERRY MONARCHS." AT THE STRAND.

"Two Merry Monarchs," that bright musical comedy which has already done well at the Savoy, has been transferred to the Strand Theatre, where popular prices are being charged, and the change of address calls for mention if only because Mr. Hayden Coffin and the new comedian, "Smith," are associated with the venture. Mr. Coffin retains his mannerisms, but he also retains his clear enunciation, his stage ease, and the charm of his voice, and he makes the music of the piece seem far more melodious than it is in reality. "Smith" is a genuine "find," a comedian with a natural sense of fun, much good-humour, energy, and vivacity, but he lacks, for the present, style and restraint. Mr. Lennox Pawle and Mr. Robert Whyte are still the drollest of monarchs,

Beethoven sonata recitals by MM. Ysaÿe and Pugno, now alas! at an end, of a recital by Miss May Harrison, whose violin-playing, remarkable for one so young, would still be remarkable if she were much older; of a well-attended pianoforte recital by Mr. Harold Bauer, who has now gained a large measure of public recognition; and of Mr. Henry Bird's successful jubilee concert, supported by many leading artists.

Under the special patronage of her Highness Princess Marie Louise of Schleswig-Holstein, a Grand Garden Fête and Sale of Work will be held in the Sports Grounds of Montrose College, Woodfield Avenue, Streatham, on Saturday, July 9 next, in aid of the funds of the Brixton Orphanage for Fatherless Girls. The Fête Executive seeks to obtain a substantial sum for this struggling charity, which is urgently in need of funds. The minimum donation to the Patrons' Fund has been

istic paper covers, and each contains several plates in colour, with a large number on art-paper. Of each volume a hundred numbered copies have been printed on special paper bound in parchment, and signed in the case of living artists; these are sold at twenty shillings each. The four volumes last issued are those on Dante Gabriel Rossetti, with an essay by Arthur Symonds; Japanese Art, with an essay by Laurence Binyon; Ferdinand Hodler and the Swiss, with an essay by Rudolf Klein; and Constantin Guys, with an essay by Georges Grappe. In one minor detail there is room for improvement, and that is in the proof-reading of the text. The misprints with which the essays are somewhat plentifully sprinkled suggest that there is more of Leipzig than of London in the production of the volumes, and that the essayists have not always given a final revision to their proofs.

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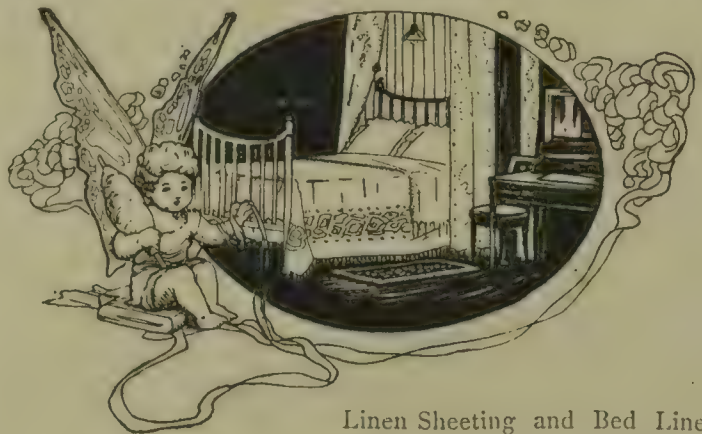
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LADIES' PAGE.

IN founding a community of nuns — "the Order of SS. Martha and Mary, Sisters of Mercy, for devotion, and love to one's neighbour"—of which she has been consecrated Abbess, the Grand Duchess Sergius of Russia has only followed the example of French ladies of the old *noblesse*. Indeed, in ancient England, before there was any question of a reformed Church, the Abbesses of the great foundations were often ladies of the highest rank. St. Hilda, the crumbling remains of whose Abbey are still to be seen at Whitby, was a Princess of the blood—the granddaughter of a King of Northumbria; and several other saints of the earlier Christian records in Britain were likewise Abbesses who had forsaken Courts to found and rule over sisterhoods. The list could be made long of the Princesses of France who, weary of the world or impressed with a sense of duty to humanity, forsook Courts for cloisters. Convents then were schools for girls, retreats for gentlewomen, needlework manufactories, nursing homes, and charitable societies to help the sick, the poor and the aged, and to give refuge to women in any peril. The sisterhood founded by the Grand Duchess Sergius is, of course, in connection with the Greek Church, which she, together with her younger sister, the Tsaritsa, and her cousin, the Crown Princess of Greece, have joined as a result of their marriages with Princes belonging to that Church.

The Grand Duchess Sergius has long been famous in Russia for her devotion to charitable work. She is the second daughter of our Princess Alice, from whom she inherits her benevolent disposition. Darmstadt still retains many of the charities founded by its English Grand Duchess, of whom her brother (King Edward) wrote in simple phrase on her death that she was "so good, so kind, so clever." Amongst others, she founded a society such as is greatly needed here, and never so much as at this moment, when a dreadful law—newly come into force—is making havoc in the lives of poor women at their most critical moment. This is an Act of Parliament which forbids poor mothers to avail themselves of the paid services of experienced women in their hour of greatest need unless a "certificated" midwife can be found to employ; while the sapience of our masculine law-givers has at the same time made no sort of provision to supply the country with such "certificated" attendants. There was an article upon the subject in the April *Nineteenth Century—and After*, which indicates the trouble but faintly. Poor women are so helpless, so inarticulate, that educated women ought to protect them in this crisis.

The Darmstadt society is called the "Heidenreich Stiftung"; the ladies who belong to it are pledged to visit poor mothers, to lend them linen, procure them suitable food—"in short, to help them," as Princess Alice summed it up. She personally took a share, incognito, in the task. Visiting one miserable room, "where



A USEFUL BLUE SERGE COSTUME.

This pretty tailor-made coat and skirt in blue serge, with revers and cuffs of black silk and braid, is both useful and smart. The hat is of blue silk trimmed with blue-and-white ribbon.

lay the poor woman with her baby, in the room four other children too young for school, two other beds and a stove," the Princess applied the teaching of the Cottage at Osborne and "cooked something for the woman," then arranged her bed, took the baby and bathed its eyes and "did odds and ends for her." Ladies in villages and country neighbourhoods often undertake much of this work, but in towns more might be done.

Black moiré is an excellent choice for a matron's semi-season mantle. The new moirés are made soft and supple. In colours, the same material is being used for evening gowns. A white moiré Princess gown closely fitted with black mousseline-de-soie tunic, reaching to the knees and fringed with gold, the tunic not fitted to the figure at all, only slightly curved in to the waist, is an elegant model. A lime-green moiré, having several hoops of white lace mounted on gold gauze bands, is also effective, as also is a moiré covered with a delicate chiffon, gauze, or Ninon. As I have already mentioned here, such overdrawing or veiling is a striking characteristic of this year's modes. Not only over moiré, of course, but over soft satin and printed silks, transparent fabrics are thrown with remarkably artistic and uncommon effects. Such veiling is especially employed for evening frocks, but is also used for smart afternoon gowns, which are, perhaps, draped over partially with transparent fabrics used as tunics, or which may be decorated on the corsage, or even completely covered, with a delicate and graceful result.

Many of these transparent veiling materials are shot, sometimes even with three colourings, and they have a delightful vaporous look, poetic and elegant at one time. Again, embroidery is called in to increase the effect of the transparent fabrics for very smart gowns. Thus, I have seen a charming gown in periwinkle-blue satin veiled with black Ninon worked all over in silver with a design of wreaths. A Paisley-patterned silk covered with grey and pink shot Ninon was further adorned by embroideries in blue bugles and floss silks. Paisley patterns (or, it is more correct to say, Indian patterns, for the Paisley shawls were but copies of the old Cashmere designs) are admirable when softened by a veiling of a very fine, neutral-tinted gauze, such as pale grey or fawn. Then, again, there are the network tunics, ending in long bead fringes; sometimes, indeed, the whole thing is made of jet or coloured beads, and falls loosely over a closely fitted satin Princess gown. Bands of antique embroidery are applied, too, sometimes, upon such net-work tunics of beads or silk. It is perhaps too much elaboration, but, after all, it is extremely effective.

Quite a novelty, though in the fashion of the hour, is Macfarlane, Lang, and Co.'s new biscuit, "Cream Puffs." It is an unsweetened biscuit, very light and crisp and flaky, of the class known as "crackers." This excellent biscuit is ideal to eat with cheese, to break up into oyster stew or clear soup, or to take for lunch or supper, lightly buttered. "Cream Puffs" are sold by all grocers. FILOMENA.

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PAINTING AND POETRY.

Nineteenth-Century
Painters.

on "At the
Sign of St. Paul's" (face).

M. Léonce Bénédite, whose "Great Painters of the Nineteenth Century" (Pitman) is just published, has been to school among modern canvases under the happiest circumstances, and has the advantage over many art critics of having a great collection continually under his eye, and at all times accessible to him. He is the Keeper of the Luxembourg. Therefore his assurance in handling his theme, in some of its aspects, is like that with which Paderewski handles the key-board; the walls of his gallery are spread before him, and he can touch upon any of the thousand details of Styles and Schools that they contain without a flicker of hesitation. Nor has M. Bénédite been content with the Luxembourg classrooms; he has roamed to good purpose in the Tate Gallery and in Bond Street, and in the Tate Galleries and Bond Streets of all the European capitals. It is because of the book he might have written, a book full of the flavour of personal research and praise and blame, that we are a little rebellious against the book as we find it. It reads in great part like the work of the man in the Art Library instead of the man in the Art World. We had looked for plums and M. Bénédite; it takes us a little time to be content with dates and the Official Keeper's form of biographical dictionary. As a work of reference, and as a picture-book, it far excels most of its class. Like Mr. Wedmore, M. Bénédite takes canvases dripping from the studio, sends them to a block-maker, and puts them in a book. He seems, however, to have put some sort of age-qualification upon the present generation of painters. We find a recent and charming work by Mr. Lavery included among the illustrations, but there is no mention of Mr. Orpen or Mr. Augustus John, and the Americans appear without Miss Cecilia Beaux, a lady the group can ill afford to lose. There are many other omissions; but, in spite of them, we marvel at the number of inclusions. In England we know less of American painting than M. Bénédite, at least, does in France. From "the great

personalities, half—or perhaps more than half—French," Whistler, La Farge, and Saint-Gaudens (does that mean that M. Bénédite claims half, or more than half, of Whistler?), he passes to Sargent, and thence to the

unknown, as far as London is concerned. He tells us little that is new of Holland or of Spain, but of Russia he brings good tidings. Perhaps Russian painting will now come here, in the footsteps of Pavlova.

English Poetry. With the sixth volume of his valuable "History of English Poetry" (Macmillan) Mr. W. J. Courthope closes the industrious labours of many years. The present volume opens with the abolition of the Holy Roman Empire in 1806, which gives the author his cue for the discussion of the state of the Empire during the eighteenth century and its reflection on Continental literature. He then sketches the imaginative intercourse between England and the Continent during the period in question, and outlines the final effects of the Renaissance on the literatures of different European countries. After considering the effects of Continental literature on English taste, he deals with the exhaustion of Classical influence. "Democracy and Lyric Poetry" is next considered, with reference to the works of Fergusson, Burns, and Blake, and from this the historian passes to the influence of the new Whigs. He discusses the Edinburgh reviewers, and goes on to examine the work of Rogers, Campbell, and Moore, which leads him to the Anti-Jacobins. The next great section is devoted to the Lake School, and this is followed by a most interesting chapter on Romanticism and "Romantic Self-Representation," as exemplified in Byron. The critique of Byron is refreshing in its just appreciation of a poet whom it is fashionable to belittle, and one who, for all his faults, will certainly come to his own again, when English poetry and criticism are rescued from the hands of half-educated pretenders to "culture." For Byron, Mr. Courthope holds no special brief: he is quite well aware of his defects, but he sees where his real strength lies, and he sets him in his rightful place. Under Romanticism Mr. Courthope also discusses Shelley as the poet of Revolutionary Idealism, and Keats as the artist in whom the Romantic movement culminated. Walter Scott is the representative of the Romance of History. The book closes with an account of the Waverley Novels, a rather unusual feature in a history of Poetry, but not unjustifiable, considering the part these works played in the evolution of Romanticism.



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In the A.B.C. programme issued by the Great Central Railway Company there are contained over three hundred seaside and inland health resorts in the Midlands and the North, including Liverpool, the Isle of Man, Cleethorpes, Scarborough, and others, while the choice of destination stretches from the Midland Counties to the far North of Scotland. Nearer home the Vale of Aylesbury, the Chiltern Hills, and Stratford-on-Avon should appeal to many. Those wishing to undertake a walking or cycling tour in Middlesex, Herts, or Bucks are given a wide range of tours. This programme may be obtained free at Marylebone Station, any of the company's offices, or by post from the Publicity Department, 216, Marylebone Road, N.W.

In the concise little programme issued by the Brighton Company and sent post free on application to the Superintendent of the Line, L.B. and S.C.R., London Bridge, it will be found that complete train and ticket arrangements are made to suit all sections of the public. A convenient cheap ticket covering the whole of the holiday will be issued to all the seaside and health resorts on the line. As regards Continental arrangements, the Newhaven and Dieppe route is becoming more popular every year. For those who intend to visit Paris and the Continent at Whitsuntide this year, the Brighton Company are providing a special fourteen-day excursion from London to Dieppe, Rouen, and Paris. Tours in Spain are also announced, and full particulars can be obtained from the Continental Traffic Manager, Brighton Railway, Victoria Station.

The Great Northern Railway Company's Whitsuntide holiday excursion programme covers every description

of holiday resort, from the broad sands and boating districts of the Norfolk and Lincolnshire coasts, and inland watering-places such as Woodhall Spa or Harrogate, to the beautiful Yorkshire coast, where are situated Scarborough, the Queen of the North, Whitby, with its lovely moors, and Bridlington. In close proximity to the majority of these places there are fine golf links. Corridor-express excursions for four, eight, and seventeen days are being run to all parts of Scotland, including Edinburgh, Glasgow, and Aberdeen, and to numerous places in the Midlands, Yorkshire, Lancashire, and the Isle of Man. Programmes can be obtained at any of the company's offices or stations, or from the Chief Passenger Agent, King's Cross Station, London, N.

Cheap tickets to Brussels (for the International Exhibition) will be issued by the South Eastern and Chatham Railway each day from May 11 to 16 inclusive, via Dover-Calais, Folkestone-Boulogne, and Dover-Ostend, by express services leaving Charing Cross at 9 a.m., 2.20 p.m., and 9 p.m. Passengers may return from Brussels on any day within fourteen days, and by any service according to class. Cheap tickets will be issued to Paris, and to Amsterdam, the Hague, Scheveningen, and other Dutch towns. The company's home arrangements include cheap excursions to many places in Kent and Sussex, both on the coast and inland. Full particulars of the Continental and home excursions, alterations to train services, etc., are given in the special holiday programmes and bills.

For Whitsuntide holidays, the East Coast affords a choice of nineteen resorts, and many attractive holiday facilities are offered by the Great Eastern Company. Programmes, full information, and tickets can be obtained at any of the company's offices, or from the Superintendent of the Line, Liverpool Street Station, London, E.C. The Continental arrangements of the Great Eastern are equally convenient. These include return tickets at reduced fares for fourteen days to Brussels for the International Exhibition, via Harwich and Antwerp. In connection with the Oberammergau Passion play, the company will supply inexpensive return tickets, and register baggage. For visiting Holland and Germany, special facilities are offered by the British Royal Mail Harwich-Hook of Holland route. The Danish Royal Mail steamers of the Forenede Line of Copenhagen leave Harwich for Esbjerg (on the west coast of Denmark) on May 13 and 14, returning May 17 and 18. The General Steam Navigation Company's steamers leave Harwich for Hamburg on May 11 and 14, returning May 18. The Swedish Royal Mail steamers leave Harwich for Gothenburg on May 14, returning May 21.

It would be difficult to select a more economical trip than that to St. Malo and back, via Southampton, announced by the London and South-Western Railway, at a fare of 24s. 6d., third class by rail and second class

on the steamer. St. Malo is an excellent centre for the many quiet, pretty watering-places and the quaint inland villages of Brittany. There will also be similar bookings, at the same fare, to Havre, from which Etretat, Trouville, Honfleur, and other noted resorts in picturesque Normandy are easily accessible. Another attractive excursion is that from Waterloo to Southampton, thence across the Channel to Havre, and from Havre to Rouen by steamer up the Seine. Other favourite objectives at this time of the year are the well-known holiday-grounds of Devon and Cornwall, the South Coast, and the Isle of Wight. Full details are given in the company's holiday programme, obtainable at their stations and offices, or from Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

The Midland Whitsuntide programme, which gives holiday-seekers a choice of upwards of five hundred places, may be obtained free on application to the Midland Railway Company, St. Pancras, or at the City booking-offices of the company, and of Thomas Cook and Son. On May 12, 13, and 14 there will be trips to Ireland for periods varying from two to sixteen days; on Friday, May 13, the excursions to Scotland begin, leaving St. Pancras at 9.30 p.m. for the North of Scotland, and at 10 p.m. for Edinburgh, Glasgow, etc.; on May 14 there will be excursions to Douglas (Isle of Man), via Heysham, and on May 13 and 14, via Liverpool. The excursions to English provincial towns and villages, the Midlands, and the North will run on Saturday, May 14, for varying periods.

It has just been announced that the directors of the Dunlop Pneumatic Tyre Company have declared an interim dividend on the Five per Cent. Preference shares at the rate of 5 per cent. per annum, on the Eight per Cent. Ordinary shares at the rate of 8 per cent. per annum, and on the Deferred shares at the rate of 6 per cent. per annum, for the six months ending March 31, 1910. The registers have been closed from the 2nd to the 16th of May, both days inclusive.

In connection with M. Paulhan's flight from London to Manchester, there is an interesting fact which deserves to be put on record. Next to the pilot himself, possibly the most important factor was the motor-spirit, for without efficient and reliable propelling power there could have been no such marvellous flight against adverse winds and treacherous currents. Paulhan's choice fell on "Shell," because of his personal knowledge of its qualities. At the coldest periods of his flight, he never had the slightest trouble. He used the ordinary "Shell," the same as is supplied to all motorists in the familiar red can. The crude oil is produced from one field only in Sumatra. Mr. Grahame-White is also a strong believer in "Shell," which he uses regularly.

MIDLAND

COOK'S

WHITSUNTIDE EXCURSIONS

FROM ST. PANCRAS

TO UPWARDS OF 500 PLACES

including
LEICESTERSHIRE
NOTTINGHAMSHIRE
DERBYSHIRE
LANCASHIRE
YORKSHIRE

LAKE DISTRICT
ISLE OF MAN
IRELAND
SCOTLAND

EXTENSION OF WEEK-END TICKETS

CHEAP WEEK-END TICKETS will be issued on Friday and Saturday, May 13 and 14, available for return up to and including Wednesday, May 18. SATURDAY TO MONDAY TICKETS to all Midland Stations (with few exceptions).

PROGRAMMES NOW READY.

Apply to the MIDLAND RAILWAY CO., ST. PANCRAS; any MIDLAND STATION or BOOKING OFFICE, or to any office of THOS. COOK and SON.

DERBY.

W. GUY GRANET, General Manager.

THE "HOLIDAY" LINE

G.W.R.

THE "HOLIDAY" LINE

TOURIST AND WEEK-END TICKETS.

WHITSUNTIDE

GREATLY ACCELERATED EXCURSIONS TO ALL PARTS

COMMENCING ON THURSDAY, MAY 12th.

HOLIDAY PAMPHLETS with full details of Tourist, Week-End, Sat. to Mon. and Excursion Tickets free at all G.W.R. Stations or Offices, or from Enquiry Office, Paddington. "Holiday Haunts" Guide, 664 pp., coloured maps, 6d., post free from Mr. J. Morris, Supt. of Line, G.W.R. Paddington, W.

N.B.—Week-End Tickets available until Wednesday, May 18th, Sat. to Mon. Tickets available until Tuesday, May 17th.

Phone: 4901 Paddington. Extensions 28 or 52.

JAMES C. INGLIS, General Manager.



HARROGATE.

G.N.R.

WHITSUN EXCURSIONS

FOR SUNSHINE AND BRACING AIR

VISIT THE

COAST RESORTS OF NORFOLK, LINCOLNSHIRE AND YORKSHIRE.

QUICKEST ROUTE, LONDON (KING'S CROSS)

AND

HARROGATE, SCARBORO', SHEFFIELD, LEEDS, NORTH-EASTERN DISTRICT, EDINBURGH, ABERDEEN, &c.

PROGRAMME OF EXCURSIONS TO 500 STATIONS

Gratis at any G.N. Office, or of Chief Passenger Agent, G.N.R., King's Cross Station, London, N.

EXTENSION OF WEEK-END AND SATURDAY TO MONDAY TICKETS.

OLIVER BURY, General Manager.

SOUTH EASTERN & CHATHAM RAILWAY.

WHITSUNTIDE HOLIDAYS.

CHEAP TICKETS to BRUSSELS (for the **EXHIBITION**), and to the **CONTINENT** will be issued from certain London Stations,

Destination.	Days Valid.	Return Fares.
Brussels (via Calais or Boulogne) ...	14	52/3 36/2 24/7
Do. (via Ostend) ...	14	42/- 29/3 19/-
Paris (Via Calais or Boulogne) ...	14	58/4 37/6 30/-
Boulogne ...	3	21/- — 12/6
Do. ...	8	30/- 25/- 17/10
Amsterdam (via Flushing) ...	8	37/1 25/6 —
The Hague (via Flushing) ...	8	32/10 22/5 —
Calais ...	3	22/6 — 14/-
Do. ...	8	31/6 26/6 20/6
Ostend (Via Dover) ...	8	23/9 20/3 13/8
Le Touquet (Paris Plage) ...	5	34/9 28/7 20/5

WEEK-END TICKETS AVAILABLE BY ANY TRAIN (Mail and Boat Expresses excepted), will be issued from LONDON and certain Suburban Stations to the undermentioned **SEA-SIDE, &c., RESORTS**, on May 13th, 14th, and 15th, available for return on May 15th, 16th, 17th or 18th.

Return Fares.	Return Fares.	Return Fares.
Bexhill ... 14/- 10/6 8/-	Ramsgate ... 16/- 12/- 8/-	
Birchington ... 16/- 12/- 8/-	Rye ... 16/- 12/- 9/-	
Broadstairs ... 16/- 12/- 8/-	St. Leonards ... 14/- 10/6 8/-	
Canterbury ... 14/- 10/6 8/-	Sandgate ... 17/6 12/6 9/-	
Deal ... 18/6 12/6 9/-	Sandwich ... 18/6 12/6 9/-	
Dover ... 17/6 12/6 9/-	Tunbridge Wells ... 8/6 5/6 4/6	
Folkestone ... 17/6 12/6 9/-	Walmer ... 18/6 12/6 9/-	
Hastings ... 14/- 10/6 8/-	Westgate ... 16/- 12/- 8/-	
Herne Bay ... 14/- 10/- 7/-	Whitstable ... 14/- 10/- 7/-	
Hythe ... 17/6 12/6 9/-	Winchelsea ... 16/- 12/- 9/-	
Littlestone ... 16/- 12/- 9/-		
Margate ... 16/- 12/- 8/-		

CHEAP DAY EXCURSIONS on **WHIT-SUNDAY** and **WHIT-MONDAY** from the principal LONDON STATIONS to Aldershot, Ashford, Birchington, Broadstairs, Canterbury, Deal, Dover, Folkestone, Herne Bay, Hythe, Margate, Ramsgate, Sandgate, Whitstable, &c.; also on **WHIT-MONDAY** to Bexhill, Hastings, and Tunbridge Wells, and **HALF-DAY EXCURSION** to **WHITSTABLE** and **HERNE BAY**.

CRYSTAL PALACE (HIGH LEVEL) on **WHIT-MONDAY**. Cheap Return Tickets (including admission) will be issued from London.

For full particulars of the above Continental and Home Excursions, Alterations in Train Services, etc., see Special Holiday Programme and Bills.

VINCENT W. HILL, General Manager.

G. E. R.

WHERE TO GO AT WHITSUN

A SELECTION OF

19

BRACING COAST RESORTS

HUNSTANTON
CROMER
WEST RUNTON
SHERINCHAM
OVERSTRAND
TRIMINGHAM

SOUTHEND ON SEA

MUNDESLEY ON SEA
CLACTON ON SEA
FRINTON ON SEA
YARMOUTH
CORLESTON
LOWESTOFT

SOUTHWOLD
ALDEBURCH
FELIXSTOWE
HARWICH
DOVERCOURT
WALTON ON NAZE

NORFOLK BROADS

GOLFING.

YACHTING.

ANGLING.

PROGRAMMES, containing full particulars of cheap tickets, etc., are **NOW READY**, and can be obtained upon application to the Superintendent of the Line, Liverpool Street Station, London, E.C., and at any of the Company's Stations or London Offices.



No. 4711.

Eau de Cologne

The modern American Girl studies Parisian methods of preserving and enhancing the Beauty of her Complexion

Famous Beauties claim that the constant use of "4711" Eau de Cologne in bath and basin is the only secret of a beautiful Complexion.

SOLD EVERYWHERE.

Try the 1s. 6d. box of No. "4711" Eau-de-Cologne Soap.

NUDA VERITAS HAIR RESTORER

Is not a Dye, but the Genuine Restorer; and for over 40 years has never failed to restore Grey or Faded Hair in a few days.

HARMLESS, EFFECTUAL, AND PERMANENT.

Circulars and Analysts' Certificate Post Free. Sold by

Hairdressers, Chemists, &c., in Cases, 10/6 each.

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29-33, Berners St., W., & 91-95, City Rd., London, E.C.

Hinde's

Post-card brings Free Samples.

HINDE'S, Ltd., 1, City Road, London.

Real Hair Savers.

ROWLAND'S

FOR THE HAIR MACASSAR OIL

Preserves, Beautifies, Restores, and strengthens the hair and prevents it falling off or turning grey. Especially suited for ladies' and children's hair. It closely resembles the natural oil in the hair which Nature provides for its preservation; the want of it causes baldness. Golden colour for fair hair. Sizes, 3s. 6d., 7s., 10s. 6d. (equal to 4 small), and 21s. Of stores, chemists, hairdressers, and Rowland's, 67, Hatton Garden, London.

BRIGHTON AND SOUTH COAST RAILWAY.

WHITSUN ON THE SOUTH COAST.

Convenient Cheap Tickets issued on May 13th, 14th and 15th, from London Bridge, Victoria, Kensington

(Addison Road) to

Brighton Eastbourne Isle of Wight

Worthing Seaford Portsmouth

Littlehampton Bexhill Southsea

Bognor Hastings Hayling I.

Obtain Programme of Special Whitsun Arrangements, post free, of Subt. of Line, L. B. & S. C. R., London Bridge.

WHITSUNTIDE

CHEAP EXCURSIONS,

May 12th, 13th, 14th and 15th,

VIA NEWHAVEN & DIEPPE TO DIEPPE, ROUEN, AND PARIS.

An Extra Fast Service for Paris leaves

Victoria at 2.20 p.m. Saturday, May 14th

WRITE for particulars to Continental Manager, Brighton Rly. Victoria Station, London.

Obtain the greatest benefit from your holidays by having a

CHANGE OF AIR

WHITSUNTIDE.

EXPRESS at Excursion Fares from

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CORRIDOR CAR TRAINS

—BY—

GREAT CENTRAL RAILWAY

—TO—

Liverpool, Isle of Man, and West Coast, Midlands and the North, Cleethorpes, Scarborough and East Coast, Vale of Aylesbury, Chiltern Hills, and Stratford-on-Avon.

For particulars see ABC Excursion Programme, to be obtained free at Marylebone Station and Agencies, or by post from Publicity Department, 216, Marylebone Rd., N.W.

SAM FAY, General Manager.

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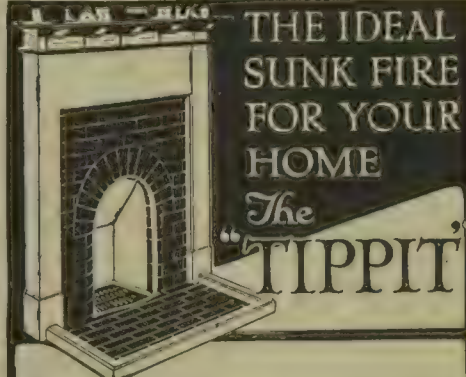
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THE IDEAL SUNK FIRE FOR YOUR HOME The "TIPPIT"

The patent tipping arrangement at the front of the grid is easily manipulated by an ordinary poker, and can be detached by merely lifting away.

IT REMAINS IN ANY POSITION AT WILL

The Tip permits free access of air under and through the fire when sluggish or newly lit.

"TIPPIT" FIRES

mean perfect combustion; perfect economy; perfect cleanliness. All hearth and floor sweepings may be brushed directly into the fire, and all ashes may be easily removed whilst the fire is still burning. Adaptable to all existing mantels.

Illustrated booklet giving prices and full particulars of construction post free.

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2 and 3 North Parade MANCHESTER



All the most Beautiful Women use

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(ENTIRELY FREE FROM GREASE)

M^{me} ADELINA PATTI says:

Have found it very good indeed.

FOR PREVENTING

WRINKLES,

FOR RESTORING AND BEAUTIFYING

THE COMPLEXION

it is unequalled.

Blotches, Chaps, Freckles, Redness, Roughness, Sunburn, disappear as if by magic.

MOTORISTS FIND IT INVALUABLE.

MARVELLOUS FOR SOOTHING THE

CHAFING AFTER SHAVING.

Price: 1/3, 2/6 and 4/- per Pot. 1/3 per Tube.

Use also

POUDRE SIMON

REFINED, DELIGHTFUL, ABSOLUTELY PURE.

J. SIMON, 59, Faub. St-Martin, PARIS.

Of all Chemists, Hairdressers, Perfumers and Stores.

MERTENS, 64, Holborn Viaduct, E.C., LONDON.

THE CHRONICLE OF THE CAR.

THE authorities of Brooklands offered a most interesting afternoon's sport to their patrons on Wednesday last, no fewer than nine events being coloured upon the card! The handicapping, however, still leaves much to be desired, though I greatly fear that the conception of a method of bringing racing-cars together in events of any duration approaches the impossible. In the April Junior Handicap for cars of 25-h.p. R.A.C. rating only, the race was won by fifteen yards only, but then the third man was three hundred yards away. A better finish was seen in the sprint race, when Mr. P. D. Stirling's 59.6-h.p. Brasier beat Mr. Eric Loder's 59.6-h.p. Itala by ten yards, Mr. L. H. Mander's 76-h.p. Mercedes being only six yards away. But this, as stated, was a sprint race. The April Senior Handicap was practically won by Mr. R. W. H. Kane's 27.8-h.p. Imperia; but on taking the bend into the curve at the top of the winning straight, the car turned right round, and upon an objection being lodged, the Imperia was disqualified, and the race awarded to the second car. This may be, undoubtedly is, in accordance with Brooklands rules; but as the occurrence was accidental, I think it would have been in better taste to have lodged no objection.

A copy of "The Car Road Book and Guide" is just to hand, and may at once be described as one of the most complete and finished productions of the kind yet offered to automobilists. First, it is bound in a stiff brown-leather flap cover, with pocket for a clearly printed map, mounted on linen and dissected to fold. The main, secondary, and other routes are differentiated and miled between points. Sectional diagrams are bound up with the work, and numbered to correspond with the detailed itineraries. Side by side with the latter, skeleton routes with the branch routes are given. These skeleton routes will be of use

when actually driving. Amongst other valuable features are a list of towns with special speed-limits, detailed directions as to exits from London, a compendious directory and gazetteer, and a list of objects of interest in England, Ireland, Scotland, and Wales.

I note that in some quarters much pains have been taken to suggest that the Motor Trades Association has been formed for the purpose of raising prices and making a corner or a trust in connection with the motor industry.

Association seeks only to make assured to the retailer a certain recognised profit, which the retailer earns and is entitled to both for his services to the manufacturer and to the public. Neither the manufacturer nor the public can do business conveniently without the middleman, and this most particularly applies with regard to motors and motor accessories. To those who live in proximity to big price-cutting establishments the objects of this Association may not appeal so strongly; but the large body of motorists scattered all up and down the country, frequently far removed from large centres, realise the value of the local agent and repairer, and will sympathise with and support a movement intended to keep such agent's trading on a fair living-wage basis. That is the object of the Association, and no other.

In the matter of tyre durability, it is imperative that the pressure of air within the tube should be maintained at the proper figure, and allowed neither to fall below nor rise above the pressure known to be suitable for the weight of the car. Now gauges of various sorts are supplied for this purpose, the generality of inflators being fitted with such instruments. But gauges attached to pumps cannot be relied upon to show the conditions obtaining on the other side of the valve. Even when quite correct, they must indicate the pressure attained in the pump-barrel, which is frequently higher than that in the tube. Consequently an independent gauge is necessary, and, recognising that this is so, Messrs. Michelin supply a neat little, handy, and perfectly constructed instrument which no motorist should be without. Also I have lately heard of a tyre-tester which does not concern itself with the internal pressure, but only with the length of the tyre pressed upon the ground when the car is loaded. This dimension is ascertained first with a pressure-gauge, and thereafter the tyre is tested as it is pumped up by what I may term an automatic tread-measurer.



TO ACCOMPANY CAPTAIN SCOTT DURING HIS ATTEMPT TO REACH THE SOUTH POLE: THE MOTOR-SLEIGH TRACTOR CONSTRUCTED BY THE WOLSELEY TOOL AND MOTOR COMPANY.

Included in the equipment which Captain Scott has devised for his forthcoming journey of exploration to the Antarctic regions is this motor-sleigh tractor, which is fitted with a four-cylinder vertical motor, designed to develop 12 b.h.p. As will be seen, instead of the usual car wheels on the power-driven rear axle, there are fitted two chain wheels, which drive an endless chain, carrying pattens and spuds, which grip in the snow and ice, and by the travel of the chain cause a forward movement to be given to the tractor. The chain also has a bearing on a runner, and passing between this runner and the ground carries the whole tractor, propelling it as the chain wheels are rotated by the motor. Underneath the woodwork frame is fitted a large shield, which extends from end to end, and encloses the mechanism, thus presenting a smooth surface to the snow.

If this were so, I should, in the best interests of my readers, condemn such an association in no measured terms; but as there is absolutely no foundation for such suspicion, it is best that the objects and aims of the Association should be as widely known as possible. The

of the tyre pressed upon the ground when the car is loaded. This dimension is ascertained first with a pressure-gauge, and thereafter the tyre is tested as it is pumped up by what I may term an automatic tread-measurer.

By Appointment to



H.M. the Queen.

WOLSELEY

SIDDELEY.

"The Car for Comfort and Reliability."



THE WOLSELEY TORPEDO PHAETON.

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Send for Catalogue No. 40 post free.

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"SHELL"

MOTOR SPIRIT

THE EPOCH-MARKING ACHIEVEMENT OF
M. PAULHAN

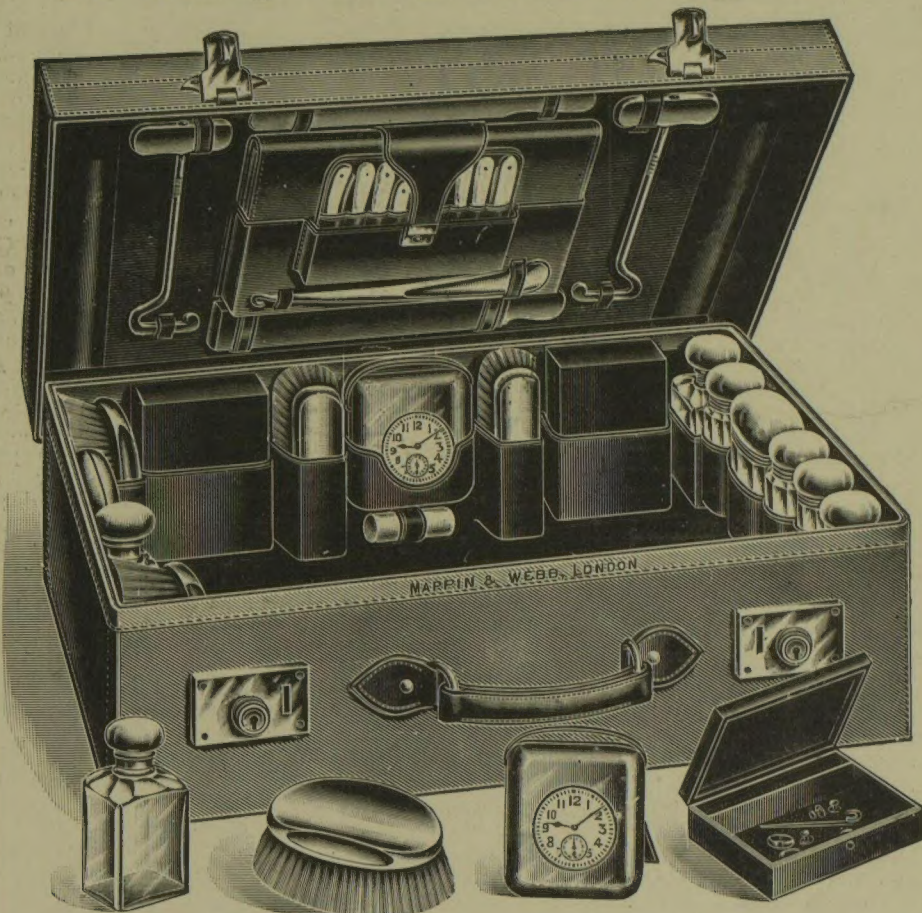
OWED MUCH TO THE SPLENDID QUALITIES OF
"SHELL" MOTOR SPIRIT, which he used throughout
his memorable flight.

ABSOLUTE UNIFORMITY.

From the day "SHELL" was introduced, always produced
from the same oil-field.

(MAPPIN BROS. INCORPORATED.)
Mappin & Webb
(1908) LTD.

The Leading Firm for Fitted Dressing Cases.



Gentlemen's 26-in. finest Solid Leather Suit Case, lined leather, completely fitted with plain Sterling Silver Toilet Requisites, &c., £25. Ditto Crocodile, £31 10s.

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SHEFFIELD NICE. BIARRITZ. JOHANNESBURG. MANCHESTER. BUENOS AIRES.

IDEAL for SUMMER TOURING

The

Humber

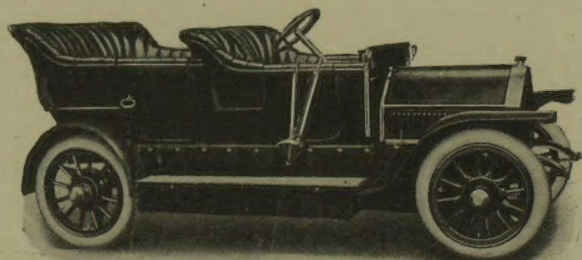
**GOLD MEDAL
CAR.**

In the Scottish Trials the Humber Cars won two Gold Medals for
reliability, hill-climbing, speed, and low petrol consumption.

They did the same in the Irish Trials, not only gaining
TWO GOLD MEDALS, but the

200 GUINEAS DUNLOP CHALLENGE CUP

as well. For all-round value they are the finest on the market.



16-h.p. 5-SEATER CAR - - - £425

(R.A.C. Rating, 24.79-h.p.)

New Models include 8, 12, and 16 h.p. Standards. Send for
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BIRMINGHAM: 280, Broad Street.

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AGENTS EVERYWHERE.

45-H.P. SIX-CYLINDER NOISELESS

NAPIER

BRITISH-BUILT

Used by President Taft
of the United States during his
stay in New York and Newark

Vide "Autocar," March 26, '10.

CHASSIS PRICE, with tyres, £655

Three Years'
Guarantee

S. F. EDGE (1907), Ltd.,
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Write for
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A BICYCLE OF MARVELLOUS VALUE.

Hitherto it has been impossible to obtain a

PREMIER HELICAL

for less than £10 10s. This season it is offered at the low price
of £8 15s., and it is really a wonderful bargain. The most
important feature of the model is the fact that it is made of
Helical Tubing—a speciality of the Premier Company. This
tubing is three times the strength of the weldless tubing
usually employed, and, in addition to being the very acme of
strength, gives to the machine a smart and distinctive appearance.

Send for Illustrated Catalogue and particulars of Easy Terms.

PREMIER CYCLE Co., Ltd., COVENTRY.

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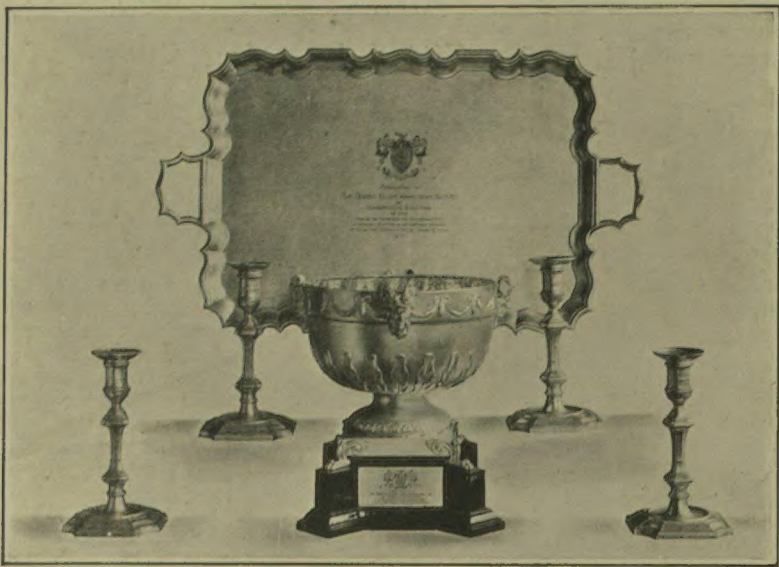
Everywhere.

64, HOLDENHURST ROAD.



WILLS AND BEQUESTS.

THE will (dated Feb. 24, 1910) of the REV. HUMPHREY FREDERICK HERNE BURCHELL-HERNE, of Bushey Grange, Herts., has been proved, and the value of the property sworn at £57,155. Subject to the payment of small legacies to relatives and servants, the testator



IN RECOGNITION OF POLITICAL SERVICES: PLATE PRESENTED TO SIR GEORGE ELLIOTT ARMSTRONG BY THE UNIONISTS OF PEMBROKE AND HAVERFORDWEST.

This handsome presentation plate, consisting of a solid silver Chippendale tray, candlesticks, and bowl, was given to Sir George Armstrong by his Unionist supporters at Pembroke and Haverfordwest in recognition of his political services at the last General Election, when he contested the seat against Sir Owen Phillips. The plate was made by the Goldsmiths and Silversmiths Co.

leaves all his property in trust for his wife for life, and then for his daughter Mary Dorothy and her issue.

The will of SIR HENRY GEORGE BURKE, BT., of Marble Hill, Loughrea, Co. Galway, is now proved, and the value of the real and personal estate sworn at £112,907. The testator leaves all his real estate in trust to pay £700 per annum to his brother Sir Thomas M. Burke, and, subject thereto, for his nephew Gerald Howe Burke and his heirs male. He also gives £1000 each to his nieces; legacies to servants; and the residue of his property to his brother William Anthony Burke.

The will (dated Nov. 19, 1907) of MISS WILHELMINA PECKOVER, of Sibalds Holme, Wisbech St. Peter, Cambridge, who died on Feb. 20, has been proved by Lord Peckover and Miss Algerina Peckover, the brother and sister, and John Howard Fox, the value of the estate being £175,970. The testatrix gives her

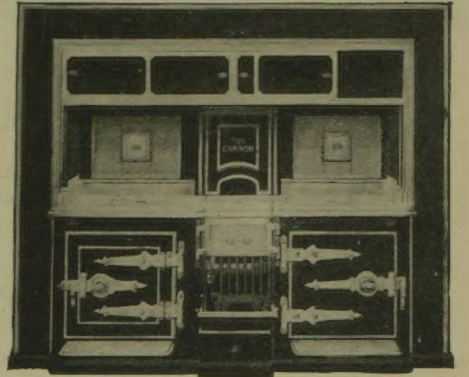
farms, lands, and real estate in Norfolk, and certain reversionary interest to her brother, her share in the Sibalds Holme property, and the furniture to her sister Algerina; £1000 each to Christopher Bowly, Sarah A. Bowly, and James Doyle Penrose; £500 each to executors; and legacies to servants. She also gives £2000 to the Friends Foreign Missionary Association; £1000 each to the Wisbech branch of the British and Foreign Bible Society, and the Cambridge, Huntingdon, and Lynn monthly meeting of the Society of Friends; and £200 each to the North Cambridge Cottage Hospital and the Wisbech Working Men's Club and Institute. Four sevenths of the residue is to go to her sister Algerina, one seventh each to her sisters Jane and Priscilla Hannah, and one seventh to her nieces Elizabeth Josephine Penrose, Alexandrina Peckover, and Anna Jane Peckover.

The will of MR. HENRY FINCH, of The Gables, Linslade, Bucks, who carried on business as a wine and spirit merchant in the Strand, High Holborn, and Oxford Street, has been proved, and the value of the property sworn at £220,968. The testator gives to his wife £500, and during widowhood £2500 a year, and the use and enjoyment of his property at Linslade; to Lilian Ada Miles an annuity of £1000, a house and furniture at Wandsworth Common, and the income from his New South Wales stock; and legacies to executors and persons in his employ. After making provision for the carrying on of his business, he leaves the residue, in trust, for his daughter Louisa Kate Roberts, her husband Sidney M. P. Roberts, and their children.

The will (dated July 19, 1907) of LIEUTENANT - COLONEL TREVENEN JAMES HOLLAND, C.B., D.L., of Mount Ephraim House, Tunbridge Wells, who died on Feb. 21, is now proved, the value of the property being

£132,174. The testator gives £300 per annum to his son and £200 per annum each to his three daughters, payable during the life of their mother; £1000 each to his daughters Enid Margaret and Lilian Elaine; £1000 and the household effects to his wife; £500 to the Eye and Ear Hospital (Tunbridge Wells); and legacies to executors and servants.

(Continued overleaf.)



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The side pieces were presented to Mr. J. Stroyan, J.P., of Lanrick Castle, by his Unionist supporters at Stockton-on-Tees, to mark their appreciation of his efforts in the General Election last January. The centre-piece was presented to Mrs. Stroyan from the lady workers of the Unionist party in the constituency. This handsome set of plate was made by Messrs. Mappin and Webb.

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IS THE MOST PERFECT EMOLLIENT ever discovered for Preserving the Skin and Complexion from the trying Changes of Weather usually experienced at this time of year. Its special Action on the Sensitive Tissues enables the Skin to practically defy all extremes of Heat and Cold, or Winds, so that for all who really desire to keep their Complexion in perfect condition All the Year Round Lait "Larola" is the most effectual preparation they can possibly use. Its effect in removing all Roughness, Redness, Irritation, Tan, &c., is almost Magical! Get a bottle at once from the nearest Chemist, and you will be delighted with it! Bottles 1s., 2s. 6d. each, of all Chemists and Stores.

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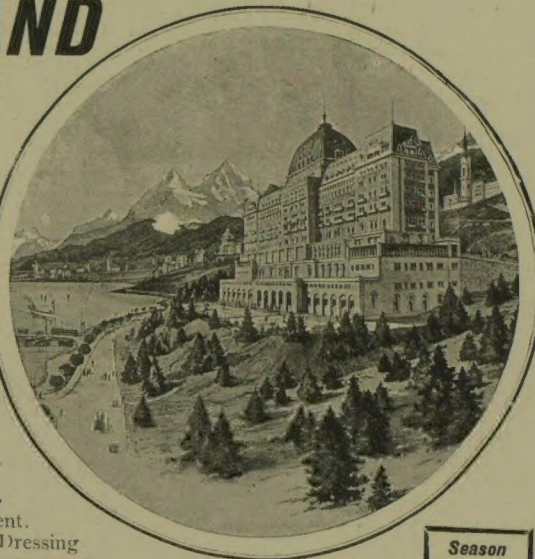
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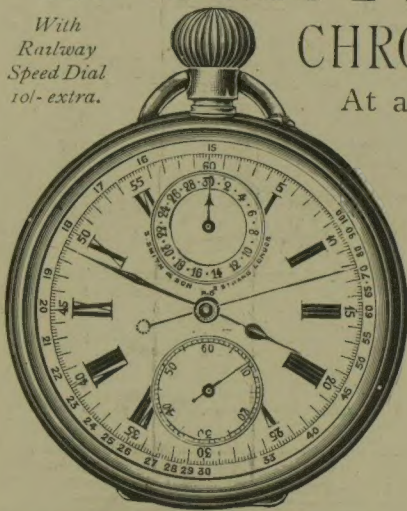
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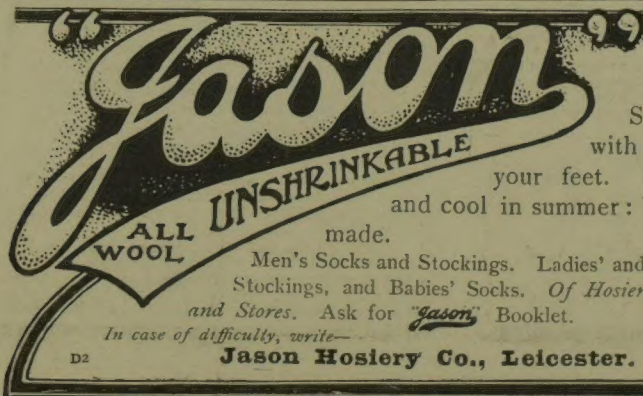


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All other his property he leaves to his wife for life; and then £1200 is to be paid to each of his daughters Mary Enid and Lilian Elaine, and the residue equally to his four children.

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Mr. John Dean, Oak Lynne, Lord Street, Fallowfield, Manchester £57,044
Mr. William Alexander, Highfield, South Rock Ferry . . . £56,704
Mr. Peter Robertson Rodger, Newlands, Banstead, and 98, Great Tower Street £47,191
Mr. Tom Browne, artist, Hardy Road, Westcombe Park, Kent £18,529

Motorists will be interested to learn that Messrs. Argyls, Ltd., have prepared a new catalogue, which gives effect to the inclusive prices referred to in a recent issue. The new edition may be had on application to Argyls, Ltd., Alexandria, Dumbartonshire, or to the company's depôts at 6, Great Marlborough Street, London, W., and 92-94, Mitchell Street, Glasgow.

We have received from the Gramophone Company the new records for April and May which they have added to their enormous repertoire, and which are well up to the high standard which they so consistently maintain. Among many other attractive numbers, the following may be selected as typical of the different classes of music—solos by famous singers, serious and comic, instrumental, choral and orchestral pieces—with some spoken records—

APRIL.
CHOPIN'S FUNERAL MARCH. Played by the Coldstream Guards.
A SERGEANT OF THE LINE. Sung by Mr. Harry Dearth.
ONWARD, CHRISTIAN SOLDIERS. Hymn rendered by Mixed Church Choir.
KATHLEEN MAURNEEN. Sung by Mme. Clara Butt.
POUR UN BAISER. Sung by Caruso.
THE HOLY CITY AND THE STAR OF BETHLEHEM. Sung by Mr. Edward Lloyd.

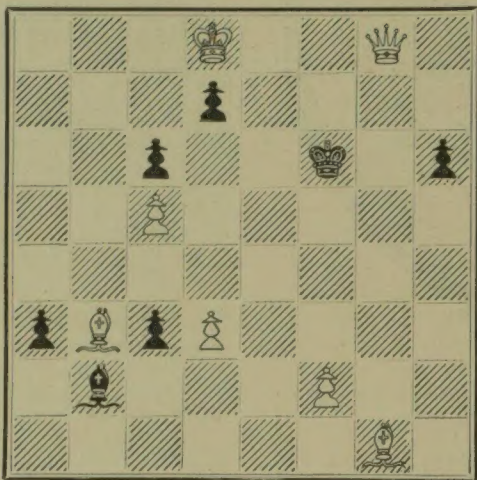
MAY.
MARCHE RUSSE ("Ballet Russe"). Played by the Coldstream Guards.
HEBRIDES ("Fingal's Cave") OVERTURE. Played by La Scala Symphony Orchestra.
JAPANESE NATIONAL ANTHEM. Played by the Black Diamonds Band.
LOVE IS A DREAM AND O, THAT WE TWO. Sung by Mme. Kirkby Lunn.
DISCOVERY OF THE NORTH POLE. Lecture by Commander Peary.
HOW I REACHED THE POLE. By Dr. F. A. Cook.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

HERWARD.—I. Q to B 6th is now fatal to your obstinate problem.
F. R. GITTINS.—In your last three-mover, if Black play 1. K to B 6th, where is the mate in two? There also appears a solution by 1. R to Q Kt sq.
W. HAMPTON (Kentish Town).—Thanks for your communication, which has certainly some historical interest.
P. MORAN (Fort McKinley).—Your excellent problems appear quite sound, and are very acceptable.
A. G. STUBBS (Hertford).—Your problem to hand. Very pleased to hear from you again.

PROBLEM No. 3443.—By G. STILLINGFLEET JOHNSON.
BLACK.



WHITE.
White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3440.—By E. J. WINTER-WOOD.

WHITE.
1. B to Q 6th
2. Kt to Kt 4th (ch)
3. Mates
If Black play 1. K to B 5th 2. Q to B 5th (ch); if 1. B to Kt 2nd, 2. Kt to B 3rd (ch); and if 1. B takes P, then 2. Kt takes B, etc.

BLACK.
K to B 3rd
K moves

CORRECT SOLUTIONS OF PROBLEMS No. 3434 and 3435 received from C. A. M. (Penang); of No. 3437 from G. P. D. (Damascus) and J. Hearn (Gibraltar); of No. 3438 from J. W. Roswell (Streetsville, Ontario); G. P. D. (Damascus); R. H. Couper (Malbone, U.S.A.); and C. Field junior (Athol, Mass.); of No. 3439 from J. B. Camara (Madeira); W. C. D. Smith (Northampton); Salon de Recreo (Hurgos); and W. S. James; of No. 3440 from W. S. James, Mark Dawson (Horsforth); J. F. G. Pietersen (Kingswinford); Mark Taylor (Lewes); E. J. Fisher (Eye); J. Thurnham (Tollington Park); Dorothy Wilson (Lewes); A. W. Hamilton Gell (Exeter); J. Isaacson (Liverpool); J. Churcher (Southampton); R. C. Widdicombe (Saltash); and Salon de Recreo.

CORRECT SOLUTIONS OF PROBLEM No. 3441 received from Hereward, Charles Burnett, J. Green (Boulogne); T. Turner (Brixton); C. J. Fisher, G. Stillingfleet Johnson (Cobham); P. Tehen (Hanover); J. A. S. Hanbury (Birmingham); J. Santer (Paris); C. Barretto, A. G. Beadell (Winchelsea); E. J. Winter-Wood, R. Worters (Canterbury); and R. F. Wilkinson (Norwood).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. J. P. SAVAGE and E. MACDONALD.

(Vienna Opening.)

WHITE (Mr. S.)	BLACK (Mr. M.)	WHITE (Mr. S.)	BLACK (Mr. M.)
1. P to K 4th	P to K 4th	17. P to Q B 4th	R to K sq
2. Kt to Q B 3rd	Kt to K B 3rd	18. R to K sq	P to Q R 4th
3. P to K B 4th	P to Q 4th	19. P to Q R 3rd	Kt to K B 3rd
4. K P takes P		20. K to B 2nd	B to Q 5th
		21. Q R to Q Kt sq	P to R 5th
		22. Q to Kt 4th	Kt to K 5th
		23. Kt to B sq	R to Kt 6th
		24. Q takes R P	R takes P (ch)
		25. R takes R	B takes R
		26. Q to Kt 3rd	B to B 6th
		27. R to B sq	Q to B 4th
		28. B to Q 3rd	Q to B 7th (ch)
		29. K to Kt sq	B to Q 7th
		30. R to B 2nd	Q to K 8th (ch)
		31. K to Kt 2nd	B to Kt 4th

Black makes excellent use of his opponent's weak opening. His attack is now persistently pressed to the very end.

The game is mainly interesting for the conspicuous skill with which Black carries through the assault commencing on the eighth move.

32. R to Kt 2nd B to B 3rd (ch)
33. K to B 2nd Kt to B 4th
34. Q to Kt 5th Q to B 6th (ch)
35. K to Kt sq Q takes B (ch)

Threatening B to Kt 5th. White resigns

Mr. F. R. Gittins announces the early issue of a second volume of *The Chess Bouquet*, and invites selected positions from British composers. The work will be published in three qualities, and intending contributors and subscribers should communicate with Mr. Gittins, 8, Eversley Road, Small Heath, Birmingham.



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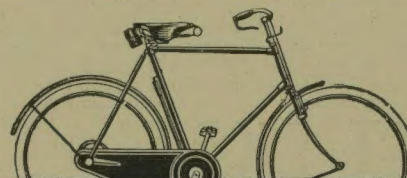
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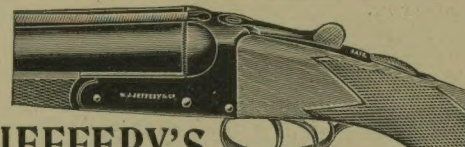
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